

Coordinated Human Services Transportation Plan:
for the Alabama Counties of
Mobile, Baldwin and Escambia

October 1, 2006

Prepared by

SOUTH ALABAMA REGIONAL PLANNING COMMISSION

Mobile, Alabama

In Cooperation With

THE WAVE TRANSIT SYSTEM

ALABAMA DEPARTMENT OF TRANSPORTATION

ALABAMA ASSOCIATION OF REGIONAL COUNCILS

TABLE OF CONTENTS

	Page
Section 1: Goals and Overview	1
Goals	1
Overview	1
Section 2: Funding Sources	4
Section 5310 Funds	4
Section 5316 Funds, Job Access Reverse Commute Funds (JARC)	5
Section 5317 Funds, New Freedom Funds	6
Other Funding Sources	6
Section 3: Description of the Area	11
Mobile County	11
Baldwin County	13
Escambia County	15
Section 4: Methodology	17
Stakeholder List	17
Contacting Stakeholders	17
Section 5: Findings	19
Service Areas of Transportation Providers	19
Capacity of Transportation Providers	25
Section 6: Transit Dependent Populations	30
Mobile County	30
Baldwin County	30
Escambia County	40
Section 7: Unmet Needs and Duplication of Service	45
Unmet Transportation Needs	45
Duplication of Transportation Services	47
Section 8: Common Origins/Destinations	53
Common Origins and Destinations Based on Surveys	53
Potential Transit Destinations Based on Industry/Service	56
Section 9: Transit	61
Section 10: Action Plan	64
Section 11: Future Applications for Federal Funds	71

APPENDICES:

Appendix A: Stakeholders in Mobile, Baldwin and Escambia Counties

Appendix B: Regional Transportation Services Inventory, Regional Transportation Needs Survey, and Letter for Mobile, Baldwin and Escambia Counties

Appendix C: Respondents and Returns

Appendix D: Maps of 5310, 5316 and 5317 transportation providers' service areas

Appendix E: Display Ads for Mobile, Baldwin and Escambia County Stakeholders Meeting

Appendix F: Stakeholder Meeting Sign-in Sheet for Mobile, Baldwin and Escambia County

Appendix G: Powerpoint Presentation for Mobile, Baldwin and Escambia Counties

Appendix H: List of Types of Stakeholders

LIST OF TABLES

Table 1: Communities in Baldwin County	13
Table 2: Service Areas and Restrictions for 5310 , 5316, or 5317 providers in Mobile County	19
Table 3: Service Areas and Restrictions for other service providers in Mobile County	21
Table 4: Service Areas and Restrictions for 5310 , 5316, or 5317 providers in Baldwin County	22
Table 5: Service Areas and Restrictions for other service providers in Baldwin County	23
Table 6: Service Areas and Restrictions for 5310 , 5316, or 5317 providers in Escambia County	24
Table 7: Service Areas and Restrictions for other service providers in Escambia County	24
Table 8: Public Transportation Providers Serving the Region that Responded to the Survey ..	25
Table 9: 5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Mobile County	25
Table 10: Other Transportation Providers' Vehicles and Capacity in Mobile County that Responded to the Survey	26
Table 11: 5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Baldwin County	27
Table 12: Other Transportation Providers' Vehicles and Capacity in Baldwin County that Responded to the Survey	27
Table 13: 5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Escambia County	28
Table 14: Other Transportation Providers' Vehicles and Capacity in Escambia County that Responded to the Survey	28
Table 15: Transportation Services Deficiencies	45
Table 16: Section 5310 Recipients Since Year 2000	49
Table 17: Common Origins for Elderly, Disabled and Low income Population in Mobile	

County	53
Table 18: Common Origins for Elderly, Disabled and Low income Population in Baldwin County	55
Table 19: Common Origins for Elderly, Disabled and Low income Population in Escambia County	56
Table 20: Wave Transit System Routes	61
Table 21: Action Plan	65
Table 22: Planned 5310 Applications 2006-2010 from Survey	71
Table 23: Planned 5316 Applications 2006-2010 from Survey	71
Table 24: Planned 5317 Applications 2006-2010 from Survey	72

LIST OF FIGURES

Figure 1: South Alabama Regional Planning Commission Political Boundaries	3
Figure 2: Mobile County Political Boundaries	12
Figure 3: Baldwin County Political Boundaries	14
Figure 4: Escambia County Political Boundaries	16
Figure 5: Mobile County Elderly Population per Square Mile by Block Group	32
Figure 6: Mobile County Physically Disabled Population per Square Mile by Block Group . . .	33
Figure 7: Mobile County Mentally Disabled Population per Square Mile by Block Group	34
Figure 8: Mobile County Poverty Status per Square Mile by Block Group	35
Figure 9: Baldwin County Elderly Population per Square Mile by Block Group	36
Figure 10: Baldwin County Physically Disabled Population per Square Mile by Block Group .	37
Figure 11: Baldwin County Mentally Disabled Population per Square Mile by Block Group . .	38
Figure 12: Baldwin County Poverty Status per Square Mile by Block Group	39
Figure 13: Escambia County Elderly Population per Square Mile by Block Group	41
Figure 14: Escambia County Physically Disabled Population per Square Mile by Block Group	42
Figure 15: Escambia County Mentally Disabled Population per Square Mile by Block Group .	43
Figure 16: Escambia County Poverty Status per Square Mile by Block Group	44
Figure 17: 5310, 5316, 5317 Combined Service Areas for Mobile County	50
Figure 18: 5310, 5316, 5317 Combined Service Areas for Baldwin County	51
Figure 19: 5310, 5316, 5317 Combined Service Areas for Escambia County	52
Figure 20: Most Common Destinations for Transit Dependent Populations in Mobile County .	58
Figure 21: Most Common Destinations for Transit Dependent Populations in Baldwin County	59

Figure 22: Most Common Destinations for Transit Dependent Populations in Escambia County	60
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Figure 23: The Wave Transit System Routes and Service Area	62
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SECTION 1 GOALS AND OVERVIEW

Goals

It is the goal of the Mobile Metropolitan Planning Organization and the South Alabama Regional Planning Commission to enhance access to transit service in Southwest Alabama through the coordination of existing and future services. In order to achieve this goal, this plan was developed to:

1. Inventory existing transit services;
2. Identify unmet needs;
3. Identify ways to minimize duplication; and
4. Recommend provisions for cost-efficient transit services.

Overview

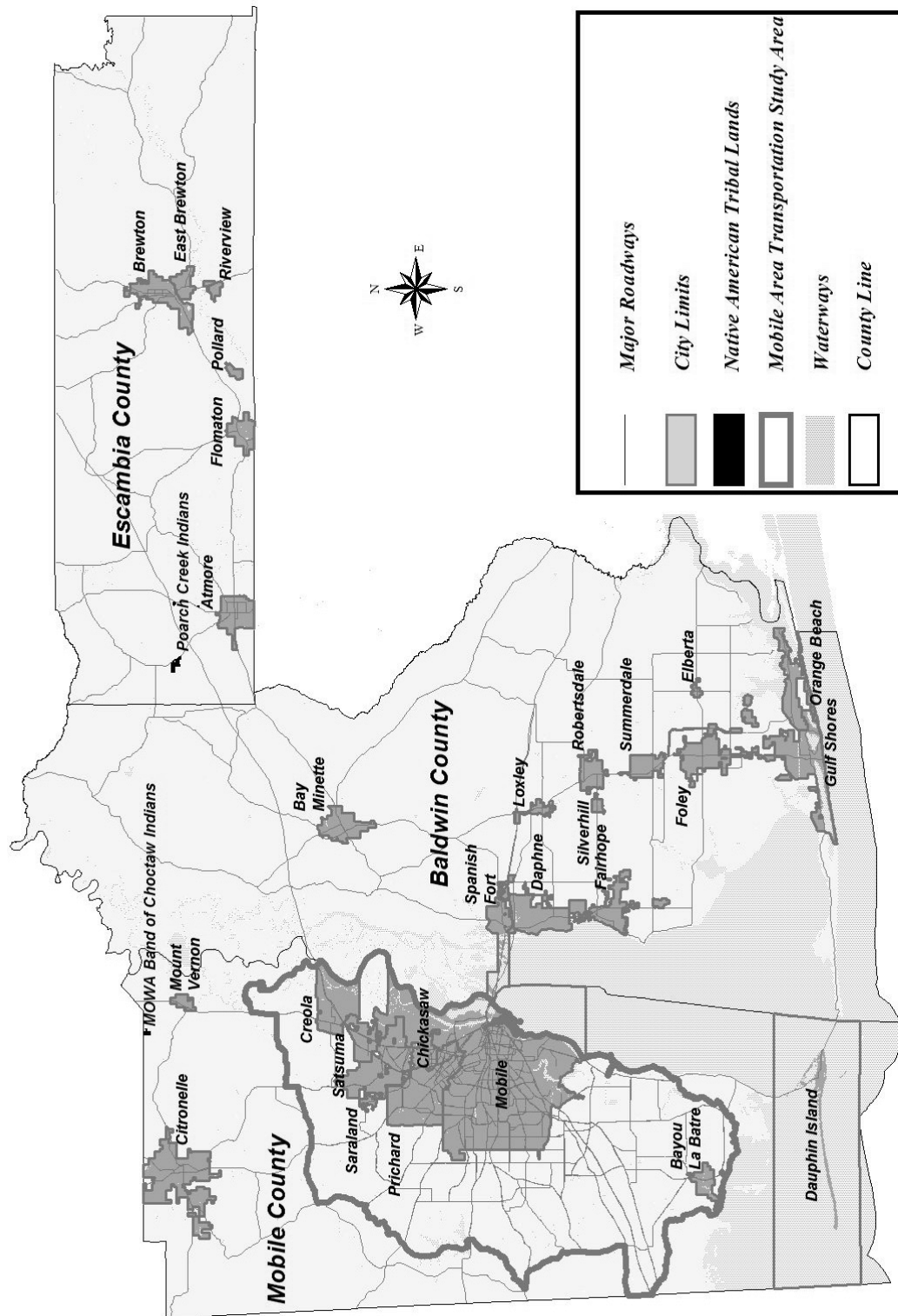
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), (Pub. L. No. 109–59, August 10, 2005) requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317) be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.”

Although SAFETEA-LU does not define “Coordinated Plan”, based on comments received and experience, the Federal Transit Administration (FTA) defines the “Coordinated Plan” in the Federal Register/ Vol. 71, No. 172/ Wednesday, September 6, 2006 as a plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these local needs, and prioritizes transportation services for funding and implementation. Further more, FTA proposes that the key elements of a Coordinated Plan include the following:

- An assessment of available services that identifies current providers (public, private and nonprofit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes This assessment may be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

To this end, the Multimodal Bureau of the Alabama Department of Transportation approached the South Alabama Regional Planning Commission (SARPC) and the eleven other regional commissions, collectively referred to as the Alabama Association of Regional Councils (AARC) and contracted with the AARC to develop Human Services Coordinated Transportation Plans for the counties of Alabama. The South Alabama Regional Planning Commission was charged with developing the Fiscal Year 2007 Coordinated Plan for Baldwin, Escambia, and Mobile Counties (Figure 1) by October 1, 2006. The SARPC began collecting data in July, 2006 for Mobile County and was not given notice to proceed from AARC until September 1, 2006 to begin collecting data for Baldwin and Escambia Counties.

Figure 1
South Alabama Regional Planning Commission Political Boundaries



SECTION 2 FUNDING SOURCES

Section 5310 Funds

The purpose of the Section 5310 funding is to provide funding through a formula program to increase mobility for the elderly and persons with disabilities. This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The funds are allocated by formula to the States for capital costs of providing services to elderly persons and persons with disabilities. States apply for funds on behalf of local private non-profit agencies and certain public bodies, and as in the past, States may sub-allocate funds to private non-profit organizations and to public agencies if they are designated to provide coordinated service.

Funds are obligated based on the annual program of projects included in a statewide grant application. ALDOT ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of Federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for ALDOT to administer the program and for allocation to individual subrecipients within the state.

In 2006 the State of Alabama was allocated \$1,925,174 for projects to be assisted with the Section 5310 program. Since this is an annual formula funding program and competitive in nature, the annual amounts to be received in future years is unavailable from the date of this study. The 2005 apportionment was \$1,650,319. The following is a list of agencies that are located within the boundary of the South Alabama Regional Planning Commission that have received assistance from Section 5310 funds since year 2000:

- Poarch Creek Indians
- City of Atmore
- City of Orange Beach
- Baldwin County Mental Health
- MOWA Band of Choctaw Indians
- Goodwill Easter Seals Gulf Coast
- Volunteers of America, Southeast
- Independent Living Center
- Dumas Wesley Center
- Mobile Association for Retarded Citizens, Inc
- CAALS
- Mobile Aids Support Services
- Dearborn YMCA
- Mount Calvary Baptist Church (Glover Community Development Center)

Section 5316, Job Access Reverse Commute Funds (JARC)

The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

The total funds for the nation are allocated on a discretionary basis as follows: 60 percent to areas over 200,000 population; 20 percent to areas of under 200,000 population; and 20 percent to nonurbanized areas. The Federal/local share is 50/50.

Being an urban area with a population of over 200,000, the City of Mobile (the Wave Transit System) is a direct recipient of the JARC funds. By being a direct recipient, the funds come directly from the Federal Transit Administration and do not flow through the State. The Wave Transit System utilizes the program to assist in operating the neighborhood route service (routes 19 and 20). The following is the Wave Transit's estimated federal apportionment for JARC funding:

2006	\$230,386
2007	\$242,831
2008	\$263,067
2009	\$277,401

There are other recipients of JARC funds within the region that receive the money from the federal apportionment allocated to states that flows through the Alabama Department of Transportation. The State of Alabama receives JARC money that is 50% matched by the Alabama Department of Human Resources. Only the counties that are receiving Section 5311 rural operating funds are eligible to receive the State's JARC funds; one recipient per county. There is no match required by counties that receive these funds. There are two agencies within the region that receive these funds and they are Baldwin Rural Area Transportation System (BRATS) and Escambia County Area Transportation System (ECATS).

The Mobile Association of Retarded Citizens(MARC) also receives JARC funds that were not allocated based on formula funds as prescribed above, but were awarded as a congressional grant.

Section 5317, New Freedom Funds

The New Freedom Program is a new program that started in 2006 and creates grants for new transportation services and public transportation alternatives beyond the Americans With Disabilities Act of 1990 (ADA) to assist individuals with disabilities with transportation needs. With the passage of the ADA, it has become a civil rights violation to deny access to persons with disabilities to public transportation. The New Freedom formula grant program's intent is to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for people with disabilities. The 2000 Census showed that nationally only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program will expand the transportation mobility options available to persons with disabilities beyond the requirements of the ADA.

From the SAFETEA-LU Conference Report (House Bill, Section 3018), examples of projects and activities that might be funded under this program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations that are not key stations.
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Alabama may use up to 10 percent of the amount it receives under this section to administer, plan, and provide technical assistance. Funds will be apportioned based on a formula that apportions 60 percent of the funds to designated recipients in urbanized areas with a population of 200,000. Since the Mobile urbanized area's population is greater than 200,000, the City of Mobile (Wave Transit) is the designated recipient of the New Freedom funds. These funds will be assisting the Wave Transit's Mobility Assistance Program (MAP) to go 3/4 mile from the Wave's fixed routes. The following is the Wave Transit's estimated federal apportionment for New Freedom funding:

2006	\$106,454
2007	\$111,665
2008	\$120,626
2009	\$127,519

Other Funding Sources

For the purposes of the Coordinated Human Services Transportation Plan, the above three funding categories (Section 5310, JARC and New Freedom) are the only funds required to be included in the plan as prescribed in the new transportation funding bill SAFETEA-LU. However, because the United We Ride initiative is on the horizon, the South Alabama Regional Planning Commission

inventoried, and included in the plan as inventory only, some additional federal funding categories in which agencies within the region have received since 2000.

Capital and operating projects aided with the following funding sources, although they may be in conjunction with sources and programs listed above, are not subject to the Coordinated Human Service Transportation Plan, but very well may be subject to the coordination of the United We Ride initiative.

Section 5307

This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to states for transit capital (and operating assistance for areas under 200,000) in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with 200,000 population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution. A few areas under 200,000 in population have been designated as transportation management areas and receive apportionments directly.

For urbanized areas with populations of 200,000 or more, operating assistance is not an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

Currently, there are two recipients of 5307 funds: the City of Mobile (the Wave Transit System) and the Baldwin Rural Area Transportation System (BRATS). BRATS receives a small amount of 5307 funds due to the Lillian community being included in the Pensacola, FL urban area and thus the Pensacola Transportation Planning Organization (TPO). The following is the Wave Transit's estimated federal apportionment for 5307 funding:

2006	\$2,580,265
2007	\$2,764,650
2008	\$2,998,154

2009 \$3,188,959

Section 5309

Eligible recipients for these capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis normally in the form of congressional earmarks and are 80% federal with 20% local match required.

In the past several years, there have been a series of Section 5309 congressional earmarks awarded to the Alabama Association of Area Agency on Aging. The South Alabama Regional Planning Commission's Area Agency on Aging determined priority needs for the region pertaining to transportation for seniors. As part of that program, the following agencies have received assistance from the Section 5309 program in the form of vans or buses and are NOT subject to the current SAFETEA-LU coordination effort:

2004 Vehicles Purchased

City of Bayou La Batre SAIL Center
City of Citronelle SAIL Center
City of Daphne Senior Program
City of Atmore Senior Program
City of Bay Minette Senior Program

2005 Vehicles Purchased

City of Fairhope Senior Program
Escambia County Agency on Aging
City of Prichard SAIL Center
City of Mobile Trinity Gardens SAIL Center
City of Chickasaw Senior Transportation
City of Robertsdale Senior Program

2006 Vehicles Purchased

Town of Loxley Senior Program
City of Mobile Hillsdale SAIL Center
City of Saraland Senior Center
Catholic Social Services for SAIL Center
Escambia County Aging on Aging
Town of Mt. Vernon

In addition to the program awarded to the Alabama Association of Area Agencies on Aging, several agencies in the region are direct recipients of Section 5309 earmarks for transit capital. These earmarks are since 2000:

Mobile County Commission
University of South Alabama Transit System
City of Mobile
City of Prichard Bus Transfer Facility
Baldwin County Commission
City of Orange Beach
City of Gulf Shores
City of Robertsdale
Escambia County Commission

Title III of the Older Americans Act

The purpose of Title III of the Older Americans Act is to encourage and assist State and Area Agencies on Aging to foster the development and implementation of comprehensive and coordinated systems to serve older individuals. This part of the Act sets forth authorization levels and details the formula by which AoA funds are allotted to states. For the most part, this formula is based on the number of people aged 60+ in each state. Title III is the only federal supportive services program directed solely toward improving the lives of older Americans. All service providers funded under part B of Title III must follow priorities established by the AAA. Among the many supportive services of Title III, transportation assistance is provided for in the form of operational assistance for many agencies in South Alabama. Although Title III funds are NOT subject to the SAFETEA-LU coordination regulation of which this document satisfies, they are referenced because they may be subject to the future United We Ride coordination effort. In terms of transportation operating assistance for SAIL centers or senior programs, the following agencies received Title III assistance for FY 2006:

Mobile County Title III

City of Bayou La Batre
City of Citronelle
Dearborn YMCA
City of Mobile
City of Prichard
City of Chickasaw
City of Saraland
AHEPA 310 Apartments

Catholic Social Services
City of Creola
Dumas Wesley Community Center
Town of Mount Vernon
Providence Hospital Outreach Services
U.J. Robinson Memorial Center
Senior Citizen Services

Baldwin County Title III

Baldwin County Commission
City of Daphne

City of Bay Minette
Town of Summerdale

Escambia County Title III

City of Atmore
Escambia County Commission
Town of Flomaton

City of East Brewton
Escambia Co. Mental Health Association
Poarch Creek Indians

Addresses and contact information for all of these agencies can be found in Appendix A.

Section 5311

Section 5311 is the “other than urbanized area formula” funding program. Only transit systems that are not inside of urban areas with populations greater than 200,000 are eligible for these funds. The program provides both capital and operating assistance for rural and small urban public transportation systems. This federal program is administered through the Alabama Department of Transportation and only two agencies in the region receive this money. The Escambia County Commission receives these funds to assist in the operations of ECATS and the Baldwin County Commission receives these funds to assist in the operations of BRATS.

SECTION 3 DESCRIPTION OF THE AREA

Approximately 99,589 individuals over age 60 reside in Mobile, Baldwin and Escambia County, or about 13% of the State of Alabama's elderly population. There are 16,784 individuals over age 60 who live below poverty, and over 20% of the individuals age 65 or older live below poverty. Approximately 77% of the elderly population in the region are Caucasian, 22% are African-American, and 1% are a member of another minority population. The 2000 Census illustrated an increase in the African-American population in the City of Mobile, and the increase in the elderly population in Baldwin County. In 2004, the average life expectancy was 77.5 in the U.S., 74.8 in Alabama, 77.4 in Baldwin County, 72.7 in Escambia County, and 74.4 in Mobile County.

Mobile County

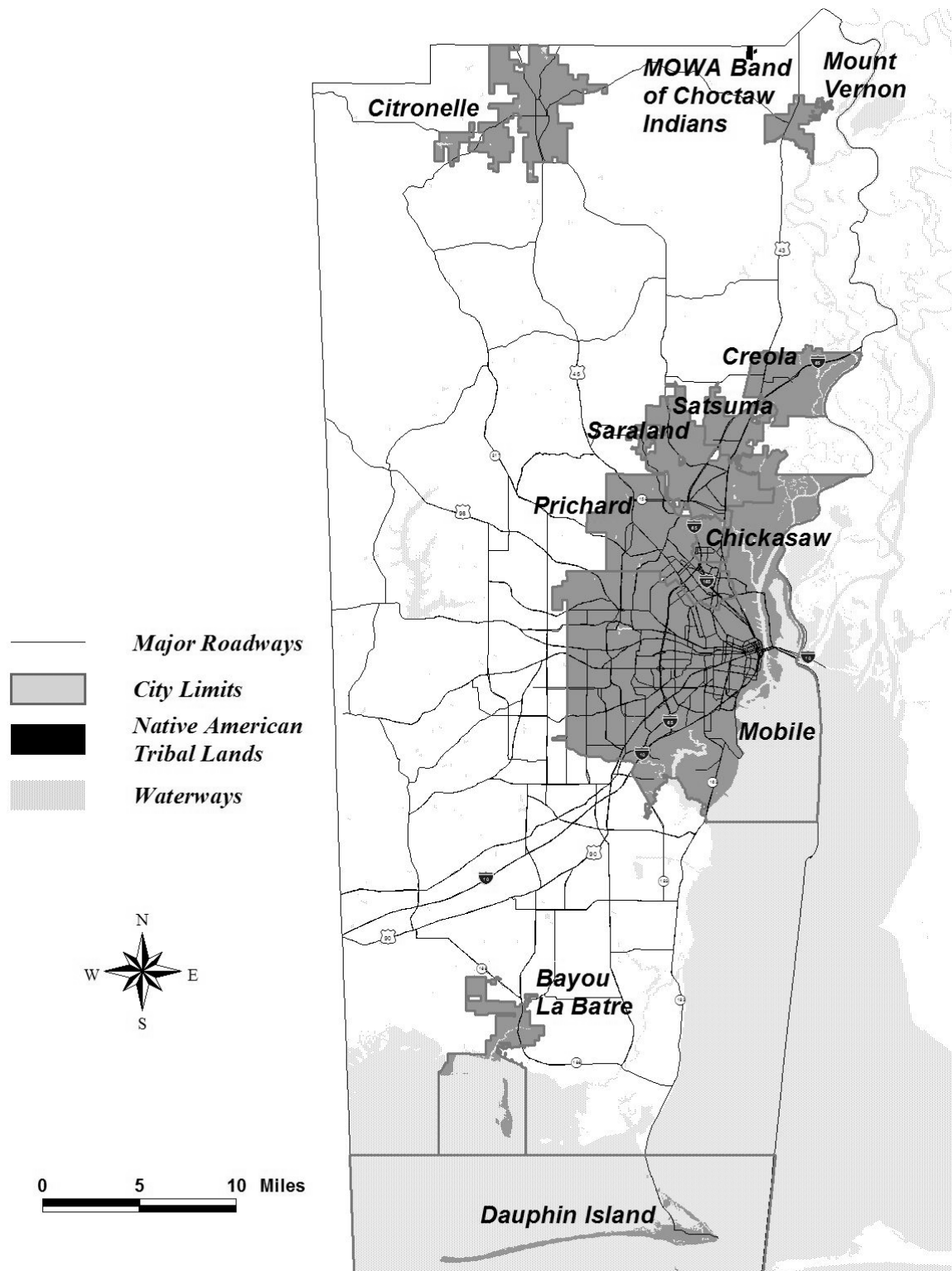
Mobile County (Figure 2) is the second largest county in the state with a population of 399,843 in the 2000 Census. The County seat is the City of Mobile, Alabama's only seaport. Mobile County is known for its bustling seaport, thriving seafood industry, corn, soybean, pecans, berries, subtropical fruits, crude-oil and natural gas production.

According to the 2000 Census, Mobile County has a total area of 1,644 sq. miles of which 1,233 sq. miles is land and 411 sq. miles is water. The population density is 324 persons per sq. mile. Mobile has ten incorporated cities: Bayou La Batre, Chickasaw, Citronelle, Creola, Dauphin Island, Mobile, Mount Vernon, Prichard, Saraland, and Satsuma; and there are four unincorporated communities: Eight Mile, Grand Bay, Theodore and Tillmans Corner. The racial make-up of the county was 63.07% Caucasian, 33.38% African-American, 0.67% Native American, 1.41% Asian, 0.03% Pacific Islander, 0.40% other races, and 1.04% two or more races. The extreme South Mobile County fishing communities of Bayou La Batre and the surrounding communities are comprised of roughly 33% Asian, mostly Vietnamese, Laotian, and Cambodian.

The Mobile Metropolitan Planning Organization (MPO) is located within Mobile County. The MPO is the transportation planning authority governing federal transportation dollars in the Mobile Urban Area. The land within the MPO is called the Mobile Area Transportation Study (MATs). The MATs covers an area substantially larger than the City of Mobile, but smaller than Mobile County. The study area measures approximately 44 miles north to south and 26 miles east to west; the boundaries can be generally described as Salco Road and Walter Moore Road to the north, Mobile River (and Spanish River) to the east, Bayou La Batre to the south, and Big Creek Lake and Grand Bay to the west. This area includes all of the Mobile urban area as defined by the U. S. Department of Commerce and also includes all contiguous portions of Mobile County which are expected to be urbanized by the year 2030.

Mobile County was declared a federal disaster area in 2004-2005, Ivan in September 2004, Dennis in July 2005, and Katrina in August 2005. The County is still experiencing long-term recovery from these hurricanes.

Figure 2
Mobile County Political Boundaries



Baldwin County

Baldwin County was established in 1809, and it is the largest county east of the Mississippi River. According to the 2000 Census, the population was 140,415, and the 2004 population estimate was 156,701. From 2000 to 2004, there was a 11.4% population increase. Baldwin County has experienced rapid growth since the 1990's, and it has remained one of the top three fastest growing counties in Alabama. Figure 3 depicts Baldwin County and its municipalities.

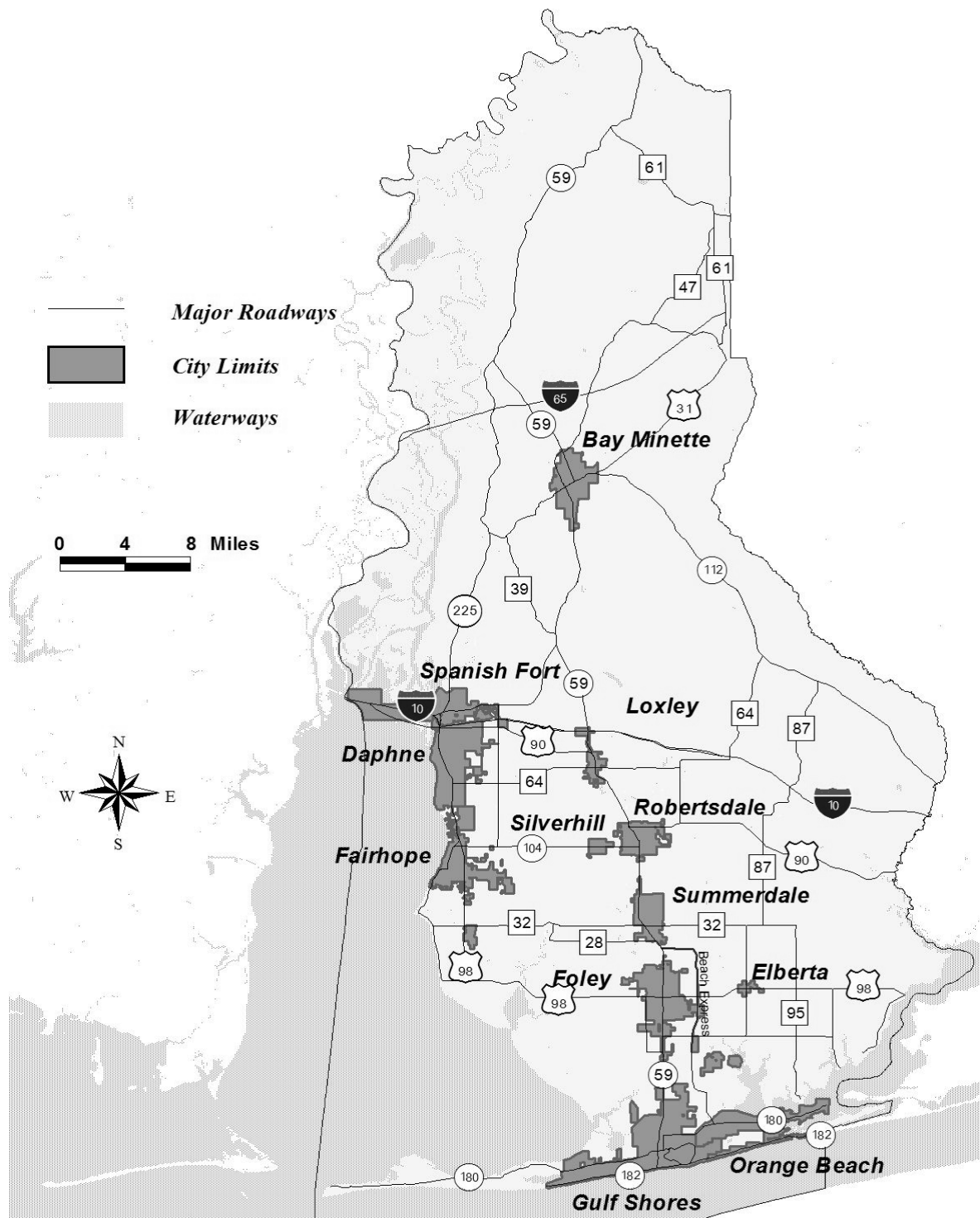
Because of the large land area, Baldwin County has six diverse regions: North, Eastern Shore, Central, South, Southwest and East. The County has 12 incorporated municipalities, ranging in size and density, with a majority of Baldwin County residents living in rural, unincorporated areas. The twelve municipalities include, Fairhope, Gulf Shores, Orange Beach, Silverhill, Summerdale, Daphne, Foley, Magnolia Springs, Robertsedale, Spanish Fort, and Bay Minette, the county seat. In addition to the municipalities are two towns, Elberta and Loxley. There are also numerous communities throughout Baldwin County.

Table 1
Communities in Baldwin County

Barnwell	Bayside	Belforest	Blackwater	Blakely	Bon Secour
Bromly	Clay City	Fort Morgan	Houstonville	Josephine	Lillian
Magnolia Beach	Malbis	Marlow	Miflin	Montrose	Oak
Oyster Bay	Park City	Perdido	Perdido Beach	Perdido Key	Pine Grove
Pine Haven	Point Clear	Rabun	River Park	Romar Beach	Seacliff
Stapleton	Stockton	Swift	Tensaw	Turkey Branch	Weeks Bay

The County has a total area of 2,027 sq. miles, of this 1,596 sq. miles is land and 431 sq. miles is water. The population density is 88 persons per sq. mile. The racial make-up of the county is 87.15 % Caucasian, 10.29% African American, 0.58% Native American, 0.03% Pacific Islander, 0.38% Asian, 0.54% from other races, and 1.04% from two or more races.

Figure3
Baldwin County Political Boundaries



Escambia County

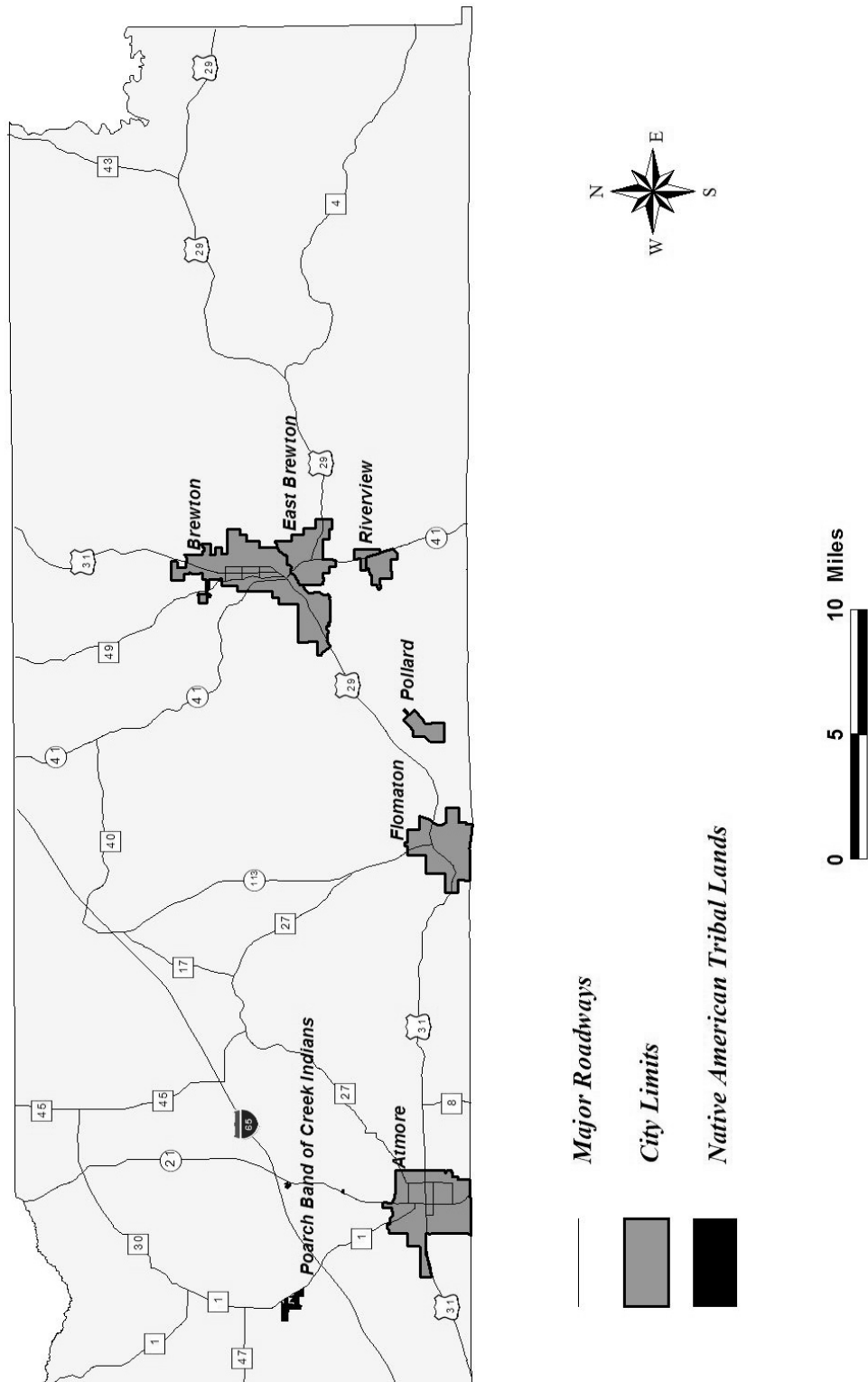
Escambia County (Figure 4) was established in 1868, and it has an area of 963 square miles of which 94.7% is land. According to the 2000 Census, the population was 38,440 which equals a population density of 41 persons per square mile. The 2004 population estimate was 38,336, a decrease of 0.27%. There are three cities and three towns in Escambia County: City of Atmore, population 7,676; City of Brewton, population 5,498; City of East Brewton, population 2,496; Town of Flomaton, population 1,588; Town of Pollard, population 120; and the Town of Riverview, population 99.

The racial make-up of the county is 64.4% Caucasian, 30.79% African American, 3.01% Native American, 0.24% Asian, 0.03% Pacific Islander, 0.40% from other races, and 1.13% from two or more races. Hispanic or Latino of any race comprised 0.99% of the population. Escambia County includes the Poarch Creek Indian Reservation, the only federally recognized tribe in Alabama.

Throughout Escambia County's history, the timber and agricultural sectors have been vital to the economic base of the county. Employed persons typically work in manufacturing, retail trade, and education, health, and social service industries.

The Poarch Creek Indian reservation and its headquarters are located seven miles northwest of Atmore. Historically, the tribe has been situated in this locality, maintaining community autonomy separate from the surrounding non-Indian communities. The community of Poarch, the center of tribal activities and the location of tribal headquarters is the namesake of the tribe. Currently the tribal enrollment is 2,208, with 357 elders age 55 or older and of those 266 are 60 or older. It is culturally appropriate for elders to be cared for in or near their own homes by friends and family members.

Figure 4
Escambia County Political Boundaries



SECTION 4 METHODOLOGY

Stakeholder List

In July of 2006 the MPO-SARPC Transportation Planning staff began gathering information regarding the needs for transit service in Mobile County. Work on Baldwin and Escambia County did not begin until September 1, 2006. A list of groups who should be invited to participate in the plan was developed in conjunction with planning and transit agencies from the eleven other Regional Planning Commissions from around the state and the Alabama Department of Transportation, Multimodal Division. This list is available in Appendix H.

From this, a stakeholders list was developed including the address and/or phone number and contact person when available, using the phone book, the internet, and a list of employers provided by the Alabama Department of Industrial Relations. The Alabama Department of Industrial Relations maintains the “Alabama’s Comprehensive Labor Market Information System” (ACLMS), a working list of all employers, their addresses and the longitude and latitude coordinates of their location. The stakeholders list also included known advocates of public transit from the general public.

Contacting Stakeholders

The above referenced contact list was communicated with via survey (Appendix B) comprised of a regional transportation services inventory, a regional transportation needs survey, and a map. The inventory was developed to collect information on the transportation services provided in each area by program, the kind of vehicle including accessibility, ride schedules, and funding sources. The survey collected information on any under served population and/or areas, any under utilized transportation services, any overlapping transportation services and any other information the stakeholders thought should be included in the plan. The maps of the counties were used to indicate service provider’s locations, transit routes, service areas and possible destinations. The survey included a self addressed stamped return envelope and a letter explaining the purpose of these documents and inviting the stakeholders to a public meeting.

In addition to the regional transportation services inventory and the transportation needs survey, stakeholder meetings were held in Mobile, Baldwin and Escambia Counties. The purpose of each meeting was to confirm the findings of the Inventory and Survey sent to the stakeholders, to request information on the individual transportation needs of stakeholders and to solicit possible solutions for future coordination. In addition, stakeholders were presented with the flexibility available to them in developing a plan that best supports and grows transportation services for the elderly, disabled and low income populations in each County. This flexibility encourages stakeholders to become involved in all aspects of the plan from data collection to implementation. Appendix G is the powerpoint presentations from each meeting.

These three stakeholder meetings were held throughout the region. These meetings were open to the public and advertised in the area newspapers (Appendix E). The first was held in Mobile County on

Wednesday, August 16th from 2:00 P.M. – 4:00 P.M. at the Mary Abbie Berg Senior Center, 1717 Dauphin Street, in Mobile, Alabama. The second meeting was held in Baldwin County on Tuesday, September 19th from 2:00 P.M. – 4:00 P.M. at the Loxley Civic Center, 4198 Municipal Park Dr, in Loxley, Alabama. The third meeting was held on Wednesday, September 20th from 2:00 P.M. – 4:00 P.M. at the Atmore City Hall Council Chamber, 201 East Louisville Ave. in Atmore, Alabama.

The results of these meetings, the inventory, survey and maps, follow-up phone calls, personal interviews and the transportation planning staff's knowledge of transit needs in the region were used to develop this plan. Details of the inventory, survey and interviews are described in the following sections.

SECTION 5 FINDINGS

The survey provided valuable information to determine the transportation options of the elderly, disabled, and low income populations of Mobile, Baldwin and Escambia Counties, and because the survey went to all the stakeholders, it also revealed issues and concerns with the current transportation options. The survey requested various types of information from transportation providers including the number and type of vehicles, the type of service offered, the hours and days of operation, and the funding source. In addition the survey encouraged both providers and consumers to detail unmet transportation needs and to share any other information about transportation services for the elderly, disabled and low income population.

To further detail the transportation needs of the elderly, disabled, and low income population, the survey requested that destination stakeholders provide details on the location of their clients. The information was used to form a general origin and destination pattern for segments of the population. This origin/destination pattern will enable transportation providers to better gauge the needs of the population.

Service Areas and Restrictions of Transportation Providers

One purpose of the HCSTP is to determine the current available private/nonprofit and public agency transportation options for the elderly, disabled, and low income population of the region. The survey results provided a clearer picture of the various hurdles present for this population. Various nonprofit agencies offer transportation services; however, oftentimes, these services are not offered to their home or destination or at the time transportation is needed. In addition, most agencies place restrictions on who may use the transportation service they provide. Table 2 details the service areas and restrictions of 5310, JARC (5316), and New Freedom (5317) providers in Mobile County, and Figure 17 and Appendix D illustrate the service areas of these providers.

Table 2
Service Areas and Restrictions for 5310 , 5316, or 5317 Providers in Mobile County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
The Wave Transit System	Fixed routes throughout the City of Mobile with some service in the City of Prichard and Mobile County	Weekdays 5am to 7pm; Saturdays 6am to 7pm	No restrictions	5316, 5317
Goodwill Easter Seals	Mobile County	Weekdays only (hours vary)	Participant in a Goodwill Easter Seals Program	5310
South Alabama CARES	Mobile County	Weekdays	NA	5310

Dumas Wesley Community Center	Emerson Garden, Frank L. Boykin Tower, Central Plaza Tower, Bayou Street Senior Apartments, Oaklawn Homes (Baltimore Street), Roger Williams, R.V. Taylor Plaza, Birdville, and Happy Hill; area around these Mobile Housing Board Projects	Weekdays - 8 am to 4 pm	60 years old and above	5310
Dearborn YMCA	Old Shell Road, Spring Hill Avenue, Summerville, St. Stephens Road, M.L. King	Weekdays - 7:30 am to 2:30 pm; Saturday - 8 am to 12 pm	60 years old and above	5310
Mobile Association of Retarded Citizens (MARC)	Mobile County	Weekdays	Program participant	5310, 5316
MOWA Band of Choctaw Indians	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5310
Mulherin Custodial Home	NA	NA	Must be a resident of the home	5310
Volunteers of America	Volunteers of America Group homes, apartments and day training programs	Weekdays; Weekends	Program participant or resident	5310
Mount Calvary Baptist Church	City Limits of Mobile, Prichard, Chickasaw, Saraland, Satsuma, and Creola	Weekdays	Must be elderly	5310
Independent Living Center of Mobile	15 mile radius of Independent Living Center	Weekdays	60 years old and above or disabled	5310
CAALS	Out of Business September of 2006	Out of Business September of 2006	Out of Business September of 2006	5310

SAFETEA-LU only requires 5310, 5316 and 5317 funds be coordinated by the Coordinated Human Services Plan, but because the United We Ride Initiative will eventually require coordination of all federal funds, all funding sources were inventoried in the survey to the stakeholders. Table3 details the transportation providers that receive other funding sources.

Table 3

Service Areas and Restrictions for Other Service Providers in Mobile County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
U.J Robinson Memorial Center Inc.	Within 10.5 miles of center	Weekdays	Enrolled in Adult Daycare program	Older Americans Act
Catholic Social Services - SAIL Sites	Mother of Mercy SAIL -Plateau, Magazine Point, Hills Prince of Peace SAIL - Birdville, Texas Street	Weekdays only	Enrolled in program at either Mother of Mercy SAIL or Prince of Peace SAIL	5309
Bayou La Batre SAIL/ City of Bayou La Batre	Bayou La Batre, Coden, Dixon Corner, Irvington, Grand Bay, St. Elmo	Weekdays - 8 am to 5 pm	60 years old and above	5309
Providence SAIL/ Providence Hospital Outreach Services	2 mile radius of Senior Center (35 N. Cody Road)	Weekdays	60 years old and above, a program participant, and/or their spouse	Private, Title III
City of Citronelle/ SAIL	Citronelle City Limits	Weekdays from 9 am to 1 pm	60 years old and above	5309
City of Saraland/ Saraland SAIL	Saraland City Limits	Weekdays - 8 am to 5 pm	60 years old and above and be able to get in and out on own	5309, Title III
Thomas Sullivan SAIL	2 mile radius of Senior Center (351 N. Catherine Street)	Weekdays - 9 am to 2 pm	Program Participant	City of Mobile, Title III
H.E. Savage Center, Healthcare for the Homeless	Mobile City Limits	Weekdays 8 am to 5 pm	Homeless	330 Grant
City of Mobile Parks and Recreation Department/ Trinity Gardens SAIL Center	Fixed route in Trinity Gardens area	Weekdays 9 am to 1 pm	SAIL participant	5309
City of Prichard SAIL Center	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309, Title III
City of Chickasaw	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309, Title III

Hillsdale SAIL Center	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309
Wilmer SAIL	Wilmer Community	Weekdays	60 years or older	CDBG
Town of Mt. Vernon	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309
City of Satsuma	City of Satsuma	NA	Delivers Meals	Title III
City of Mobile	City of Mobile	NA	Delivers Meals	CDBG, local funds
Senior Citizens Services Inc.	Within 8 - 10 miles of center	Weekdays	Demand Response	Older Americans Act
U.J. Robinson Memorial Center Inc.	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	Title III

Table 4 details the service areas and restrictions Section 5310, JARC (5316), and New Freedom (5317) providers in Baldwin County, and Figure 18 and Appendix D illustrate the service areas of these providers.

Table 4
Service Areas and Restrictions for 5310 , 5316, or 5317 Providers in Baldwin County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
City of Orange Beach	City of Orange Beach	Recreational use	Participant must be 60 years or older	5310
Baldwin County Mental Health	Baldwin County	Everyday	Residents of Baldwin County Mental Health Center Group homes or participants in day treatment programs	5310
Baldwin Rural Area Transportation System (BRATS)	Baldwin County	Weekdays 5:30 am to 7 pm; Limited service on weekends and holidays	No Restrictions	5316
Volunteers of America	Volunteers of America Group homes, apartments and day training programs	Weekdays; Weekends	Program participant or resident	5310
Goodwill Easter Seals	Baldwin County	Weekdays only (hours vary)	Participant in a Goodwill Easter Seals Program	5310

South Alabama CARES	Baldwin County	Weekdays	NA	5310
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Table 5 details the service providers in Baldwin County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 5
Service Areas and Restrictions for Other Service Providers in Baldwin County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
Town of Loxley Senior Program (New Recipient)	NA	NA	Civic Center Use only	5309
City of Robertsedale	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309
City of Daphne	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309, Title III
City of Gulf Shores (New Recipient)	NA	NA	NA	5309
City of Bay Minette	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309
James P. Nix Center/City of Fairhope	Within a 10 mile radius of the Fairhope/Montrose City Limits	Weekdays 7:30 am to 2 pm	NA	5309
Community Action Agency of Baldwin County	Baldwin County	Weekdays	Head Start participant	Other
City of Bay Minette Senior Program	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	5309, Title III
City of Orange Beach	City of Orange Beach	Recreational use	Participant must be 60 years or older	5309
Baldwin Rural Area Transportation System (BRATS)	Baldwin County	Weekdays 5:30 am to 7 pm; Limited service on weekends and holidays	No Restrictions	5307, 5309, 5311, JARC, Title III
Town of Summerdale	Did Not Respond to Survey	Did Not Respond to Survey	Did Not Respond to Survey	Title III

Table 6 details the service areas and restrictions 5310, JARC (5316), and New Freedom (5317) providers in Escambia County, and Figure 19 and Appendix D illustrate the service areas of these providers.

Table 6

Service Areas and Restrictions for 5310 , 5316, or 5317 Providers in Escambia County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
City of Atmore Senior Center	Within a 5 mile radius of the Atmore City Limits	Other	SAIL Center participant	5310
Poarch Creek Indians	Poarch Creek Indian Tribal Lands	NA	Member of the tribe	5310
Escambia County Alabama Transit System (ECATS)	Escambia County	Weekdays	No Restrictions	5316
South Alabama CARES	Escambia County	Weekdays	NA	5310

Table 7 details the service providers in Escambia County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 7

Service Areas and Restrictions for Other Service Providers in Escambia County

Agency Name	Service Area	Days/Hours	Restrictions	Federal Funds
Southwest Alabama Mental Health/ Mental Retardation Board, Inc.	Fixed route system over entire county	Weekdays	Compass (school age kids only), Disabled Adults	Medicaid
Escambia County Alabama Transit System (ECATS)	Escambia County	Weekdays	No Restrictions	5309, 5311, JARC
Escambia County Agency on Aging	Escambia County	Weekdays	Meals on Wheels and elderly	5309, Title III
City of Atmore Senior Center	Within a 5 mile radius of the Atmore City Limits	Other	SAIL Center participant	5309
Poarch Band of Creek Indians	Tribal Lands	NA	Member of the tribe	Title III
Town of Flomaton	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey	Title III
City of East Brewton	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey	Title III

If an individual does not qualify or is not in a service area of any private/nonprofit or public agency transportation service providers, then the individual has to either not take the trip or use private transportation providers. While the benefit of these services is unlimited mobility, the cost is often

prohibitive to the majority of the population. Table 8 details the private transportation providers throughout the region that responded to the survey. It should be noted that these private transportation providers do not qualify for Federal funds, but because the ultimate goal is coordination of all service providers, they were included as stakeholders to the development of the HCSTP.

Table 8
Public Transportation Providers Serving the Region that Responded to the Survey

Company	Service Area	Hours/Days
Mobile Bay Transportation Company, Inc	Mobile and Baldwin Counties	Everyday 5 am to 11 pm
Mobile Airport Authority	Mobile City Limits	Everyday 4:30 am to last flight
Home Instead Senior Care	NA	NA
Gulf of Dixie, dba Yellow Cab of Baldwin County	Baldwin County	Everyday
Colonial Trailways	State of Alabama	24 hours a day/7 days a week

Capacity of Transportation Providers

There are numerous transportation providers that cater to the elderly, disabled, and low income citizens of the region. The providers range from public businesses to senior centers to nonprofit associations to agencies. Each agency/company has limitation on the volume of services they can offer. Because of equipment requirements, each entity may not be able to offer services to individuals of varying degrees of mobility. Table 9 details the type of vehicles, the type of service operated, and the level of mobility served for 5310, 5316 and 5317 transportation providers serving Mobile County.

Table 9
5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Mobile County

Program/Company	Vehicle Type (#)	Lift (#)	Type Service
Goodwill Easter Seals	Van (1), Van with wheelchair section (1)	Yes (1)	Demand Response
CAALS	Out of Business September of 2006	Out of Business September of 2006	Out of Business September of 2006
South Alabama CARES	Bus (1)	Yes (1)	Demand Response
Dumas Wesley Community Center *	Minivan (2), Goshen Vans (2), Van (1)	No	Demand Response
Dearborn YMCA	Bus (1)	No	Fixed Route, Demand Response

The Wave Transit System *	Bus (31), Paratransit (20)	No	Fixed Route, Demand Response
Mobile Association of Retarded Citizens (MARC) *	Vehicles (18)	Yes	Fixed Route
MOWA Band of Choctaw Indians	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey
Volunteers of America *	Goshen Coach (3), Goshen (2), Van (2)	Yes (2)	Other
Mount Calvary Baptist Church	Unknown	No	Demand Response
Independent Living Center *	Van (5)	Yes (5)	Demand Response
Mulherin Home	NA	NA	Other

* Additional vehicles may be shown not funded with 5310, 5316 or 5317

Table 10 details the service providers in Mobile County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 10

Other Transportation Providers' Vehicles and Capacity in Mobile County that Responded to the Survey

Program/Company	Vehicle Type (#)	Lift (#)	Type Service
U.J Robinson Memorial Center Inc.	Vans (3)	No	Fixed Route, Demand Response
Colonial Trailways	Bus (26)	Yes (1)	Bus Charters
Mobile Bay Transportation Company Inc.	Vans, Minivans, Sedans, Wheelchair Vans	Yes (1)	Demand Response
Catholic Social Services, SAIL Sites	Astro Vans (2)	No	Demand Response
Bayou La Batre SAIL	Bus (1), Van (2)	Yes (1)	Fixed Route, Demand Response
Providence SAIL/ Providence Hospital	Van (1)	No	Demand Response
City of Citronelle SAIL	Bus (1)	No	Demand Response
Mobile Airport Authority	Vehicles (2)	Yes (1)	Demand Response
City of Saraland/ Saraland SAIL	Van (1)	No	Demand Response
Thomas Sullivan SAIL	Van (1)	No	Fixed Route

H.E. Savage Center, Healthcare for the Homeless	SUV (1), Van (1)	No	Demand Response
City of Mobile Parks and Recreation/ Trinity Garden SAIL	Van (1)	Yes (1)	Fixed Route
Senior Citizens Services, Inc.	Bus (1), Van (1)	Yes (1)	Demand Response

Table 11 details the type of vehicles, the type of service operated, and the level of mobility served for 5310, 5316 and 5317 transportation providers serving Baldwin County.

Table 11

5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Baldwin County

Program/Company	Vehicle Type (#)	Lift (#)	Type Service
Volunteers of America *	Goshen Coach (3), Goshen (2), Van (2)	Yes (2)	Other
Goodwill Easter Seals	Van (1), Van with wheelchair section (1)	Yes (1)	Demand Response
South Alabama CARES	Bus (1)	Yes (1)	Demand Response
City of Orange Beach *	Bus (2)	Yes (2)	Demand Response
Baldwin Rural Area Transportation System (BRATS) *	Bus (55), Vans	Yes (53)	Demand Response with fixed transfer stations
Baldwin County Mental Health *	Goshen Coach (2), Commuter Van (2)	No	Other

* Additional vehicles may be shown not funded with 5310, 5316 or 5317

Table 12 details the service providers in Baldwin County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 12

Other Transportation Providers' Vehicles and Capacity in Baldwin County that Responded to the Survey

Program/Company	Vehicle Type (#)	Lift (#)	Type Service
Colonial Trailways	Bus (26)	Yes (1)	Bus Charters
Mobile Bay Transportation Company, Inc	Vans, Minivans, Sedans, Wheelchair Vans	Yes (1)	Demand Response
City of Robertsdale	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey
City of Daphne	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey

City of Gulf Shores (New Recipient)	NA	NA	NA
City of Bay Minette	Did not Respond to Survey	Did not Respond to Survey	Did not Respond to Survey
Town of Loxley	Commuter Van (1)	No	Other
James P. Nix Center/ City of Fairhope	Bus (1), Van (1)	Yes (1)	Demand Response
Community Action Agency of Baldwin County	Busses (10), Vans (3)	Unknown	Fixed Route

Table 13 details the type of vehicles, the type of service operated, and the level of mobility served for 5310, 5316 and 5317 transportation providers serving Escambia County.

Table 13

5310, 5316 and 5317 Transportation Providers' Vehicles and Capacity in Escambia County

Program/Company	Vehicle Type (#)	Lift (#)	Type Service
City of Atmore *	Vans (2)	No	Other
South Alabama CARES	Bus (1)	Yes	Demand Response
Poarch Creek Indians	Van (1)	Yes (1)	Demand Response
Escambia County Alabama Transit System (ECATS) *	Vehicles (12)	Yes (3)	Fixed Route, Demand Response

* Additional vehicles may be shown not funded with 5310, 5316 or 5317

Table 14 details the service providers in Escambia County that utilize other funding sources to deliver transportation to the elderly, low income or disabled population.

Table 14

Other Transportation Providers' Vehicles and Capacity in Escambia County that Responded to the Survey

Program/Company	Vehicle Type (#)	Lift (#)	Type Service
Colonial Trailways	Bus (26)	Yes (1)	Bus Charters
Mobile Bay Transportation Company, Inc	Vans, Minivans, Sedans, Wheelchair Vans	Yes (1)	Demand Response
Southwest Alabama Mental Health/ Mental Retardation Board, Inc.	Vans (3) - Atmore Compass; Vans (5) - Brewton Day Rehab	No	Fixed Route
Escambia County Agency on Aging	Bus (5), Van (2)	No	Fixed Route, Other

SAFETEA-LU regulations pertaining to human services coordination do not currently apply to

Section 5309; however, some recipients of 5309 funds qualify for 5310 funds in that they are private non-profit or public agencies that provide transportation for an elderly or disabled program. Some recipients of 5309 funds chose not to respond to the survey inventory. As a result, there are some transportation services throughout the region that remain unknown.

SECTION 6

TRANSIT DEPENDENT POPULATIONS

Transit services that provide transportation that are subject to this coordination serve the elderly (those age sixty and above), the physically and mentally disabled, and those that live in poverty. For the purposes of this study, populations of those demographics will be referred to as transit dependent populations. Using U. S. Census 2000 block group data, population density maps were created to identify pockets of these populations.

Mobile County

As can be seen in Figures 5 through 8, the highest concentrations of the elderly, the physically and mentally disabled, and the poverty stricken in Mobile County are in the urban areas of the cities of Mobile, Satsuma, Creola, Saraland, Prichard, Chickasaw, and in the rural areas southwest of Mobile (known as Tillman's Corner, Theodore and Grand Bay). There are also high concentrations in Citronelle and Bayou La Batre. In addition, there are significant concentrations to the north of Bayou La Batre and west of Prichard and Mobile.

It should be noted that except for Bayou La Batre and Citronelle, most all of these transit dependent populations are concentrated near major transportation routes.

According to the 2000 Census, in Mobile County the per capita income is \$17,178. 18.5% of the total population and 14.6% of those 65 and older live in poverty. There are 63,721 individuals age 60 and older of which 28% are minorities (17,809), 17% live rural areas (10,938), 25% live alone (15,843), and 14% live below poverty (8,890) of which 54% (4,765) are minorities. A total of 9.7% (38,631) of the population in Mobile County has a physical disability, and 5.41% (21,614) have a mental disability.

Baldwin County

In Baldwin County, the highest concentrations of the elderly are in Bay Minette, Spanish Fort, Daphne, Fairhope, and Foley. There are significant concentrations in the rural areas around Bay Minette and in a band from just northwest of Spanish Fort to southeastward including Loxley, Silverhill, Robertsedale, Summerdale, Elberta, Gulf Shores and Orange Beach (Figure 9). The highest concentrations of the physically disabled are in Daphne, Fairhope and Foley with significant populations in Loxley, Silverhill, Robertsedale, Foley, Gulf Shore and Orange Beach (Figure 10). The highest concentrations of mentally disabled are in Bay Minette, Daphne and Fairhope, with significant populations in Robertsedale, Foley and Orange Beach (Figure 11). The highest concentrations of those who live in poverty are in portions of Bay Minette. There are significant populations in Daphne, Loxley, Fairhope, Robertsedale, Foley and Orange Beach (Figure 12).

According to the 2000 Census, just over a fifth of the population of Baldwin County is age 60 or older. The per capita income is \$20,826 with 10.10% of the population below poverty. Of those age 60 or older, 8.9% are living below the poverty line. The 2000 Census indicates more than half of individuals age 60 or older live in rural areas (14,671), more than a fifth live alone (6,211), 7% are minorities (2,128), of which 530 are living below poverty. A total of 9.5% (13,359) of the population

in Baldwin County has a physical disability, and 5.00% (7,025) have a mental disability.

Figure 5
Mobile County Elderly Population per Square Mile by Census Block Group

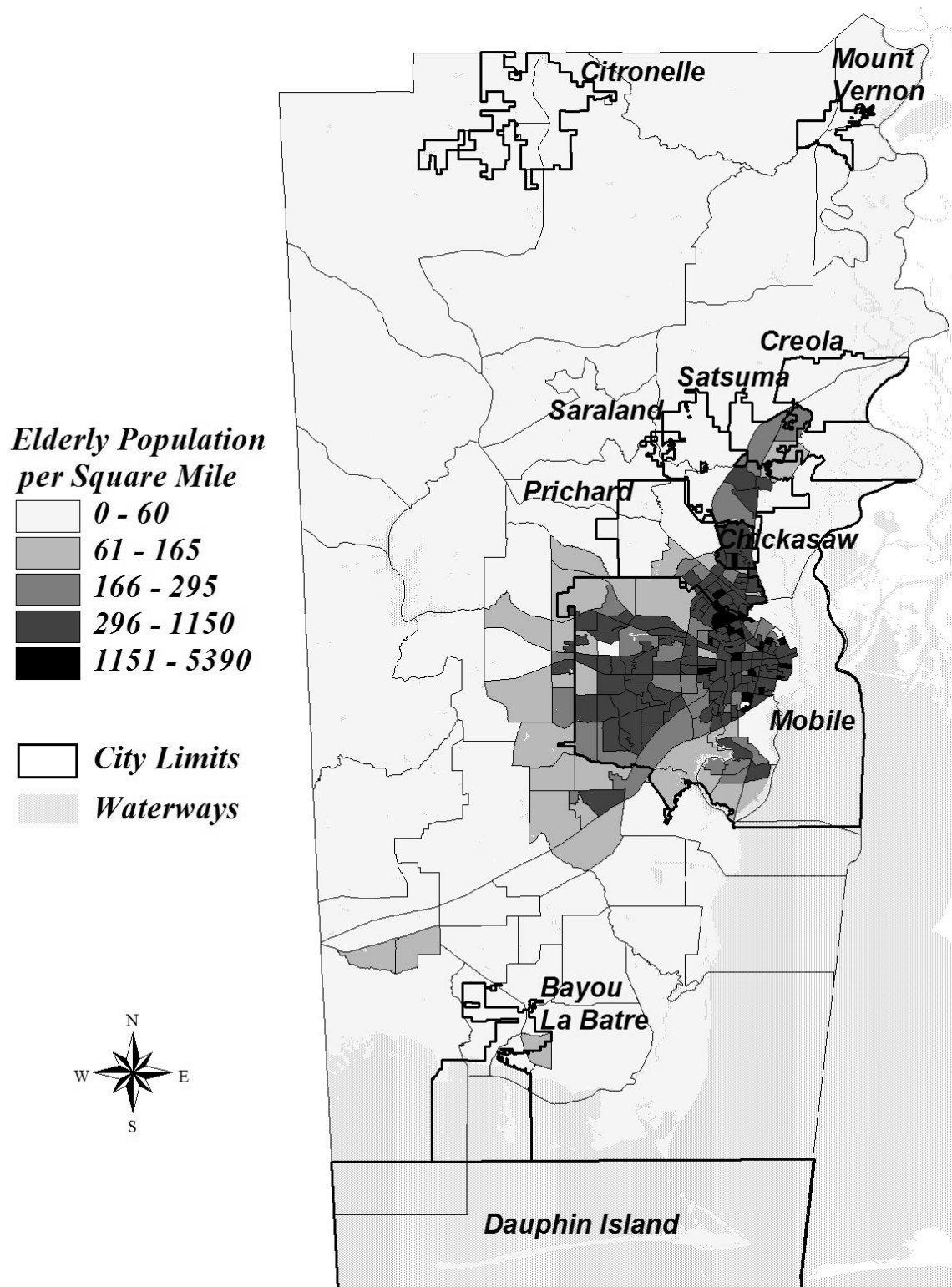


Figure 6
Mobile County Physically Disabled Population per Square Mile by Census Block Group

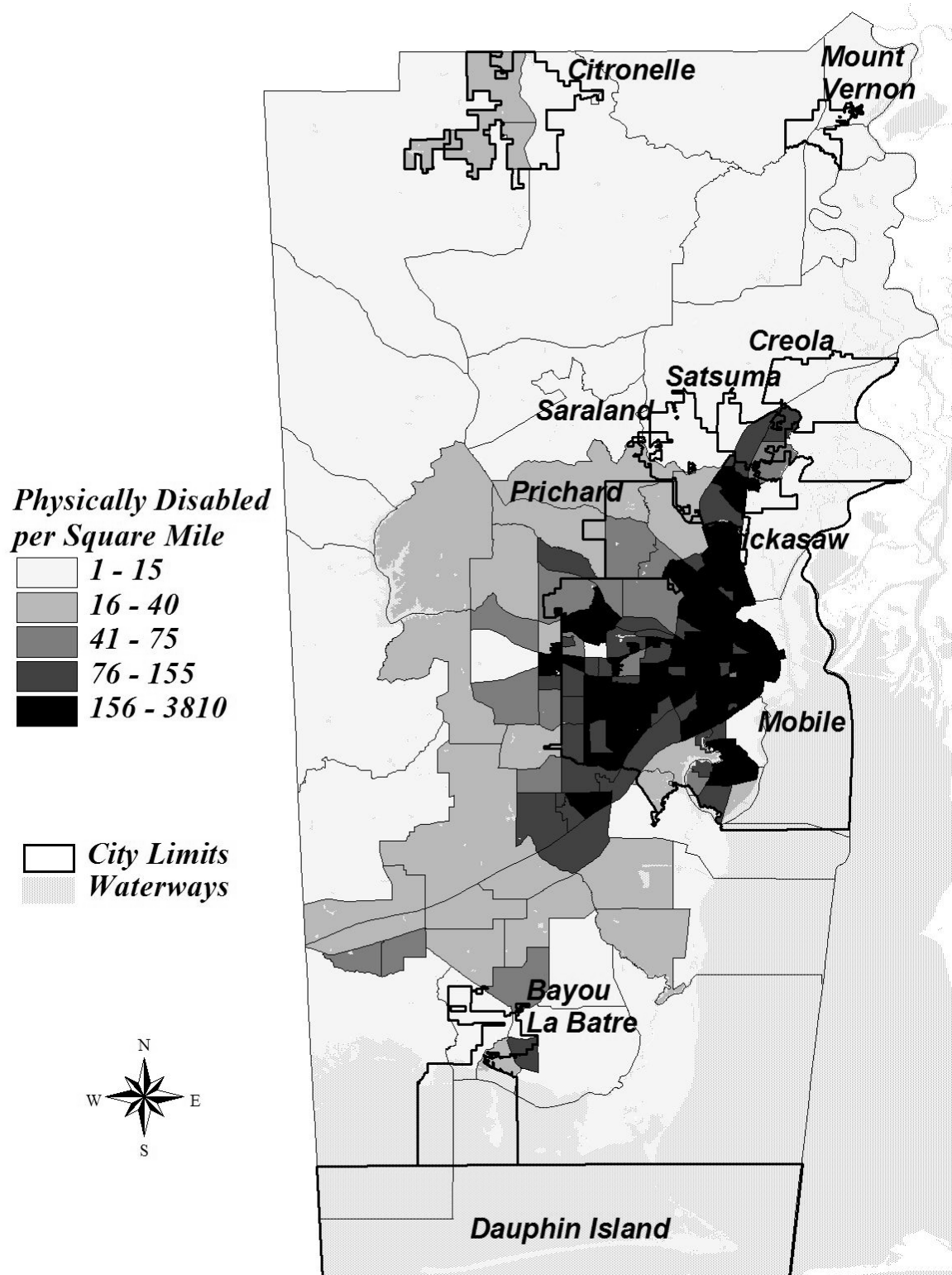


Figure 7
Mobile County Mentally Disabled Population per Square Mile by Census Block Group

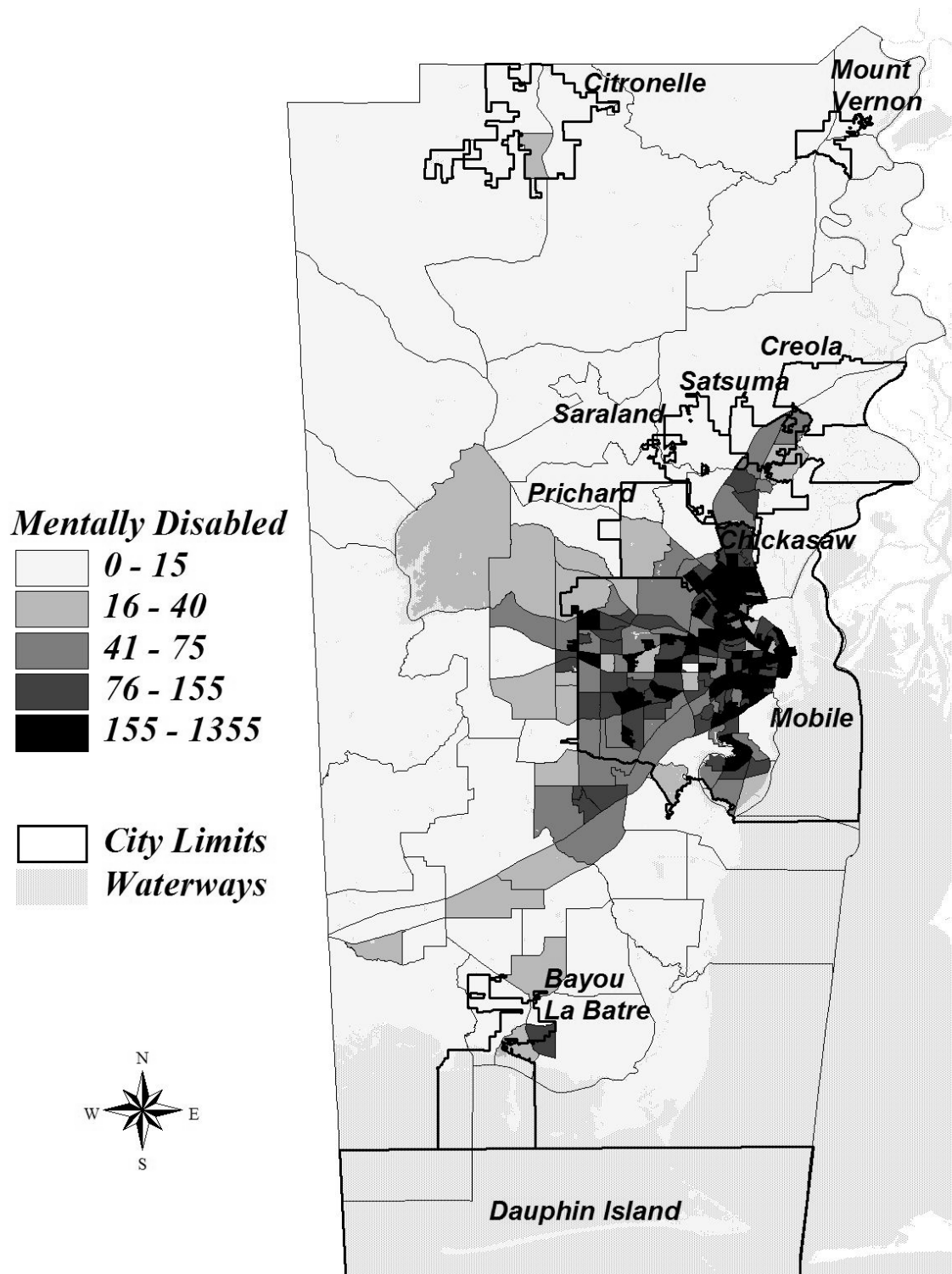


Figure 8
Mobile County Poverty Status per Square Mile by Census Block Group

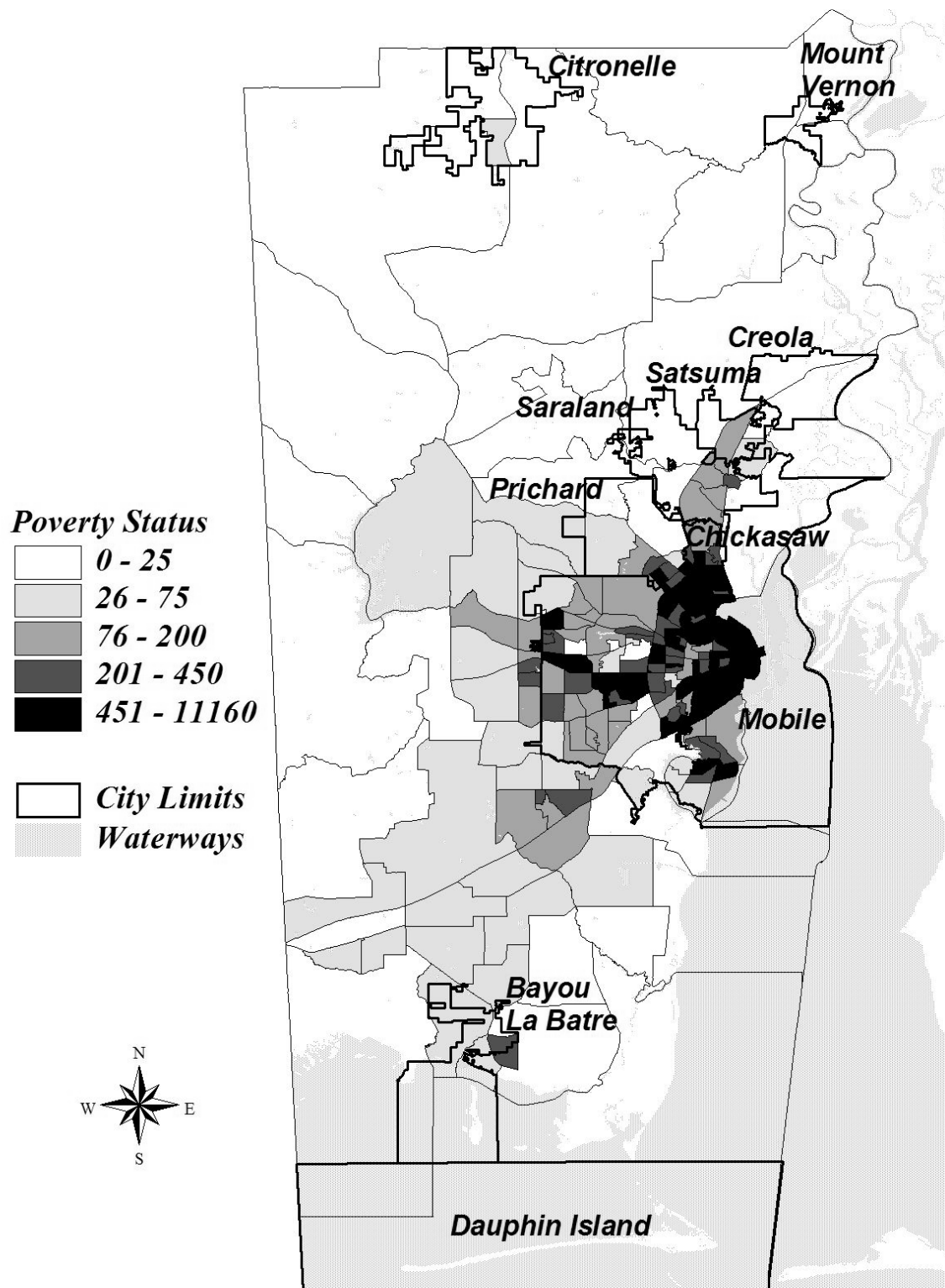


Figure 9
Baldwin County Elderly Population per Square Mile by Census Block Group

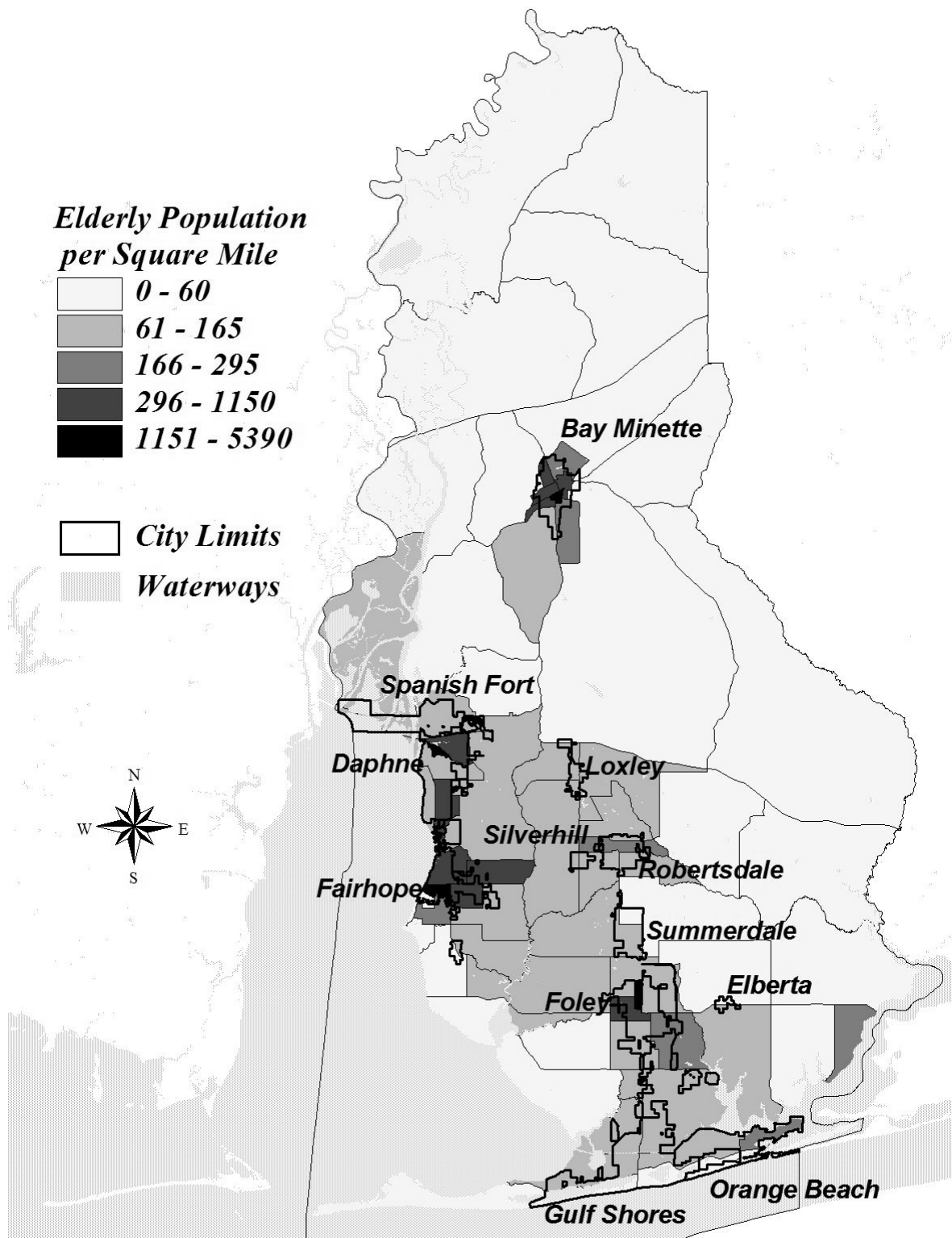


Figure 10
 Baldwin County Physically Disabled Population per Square Mile by Census Block Group

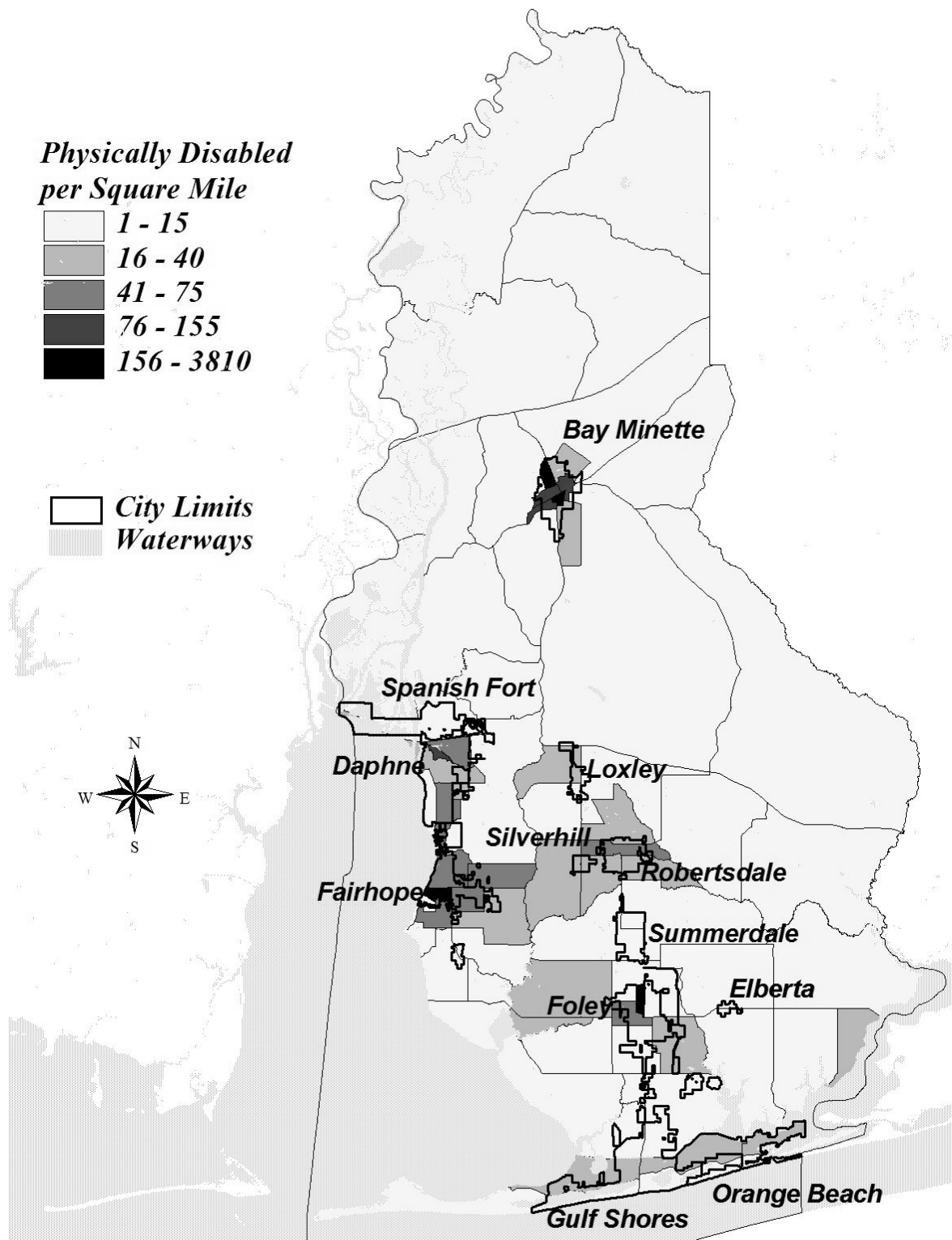


Figure 11
Baldwin County Mentally Disabled Population per Square Mile by Census Block Group

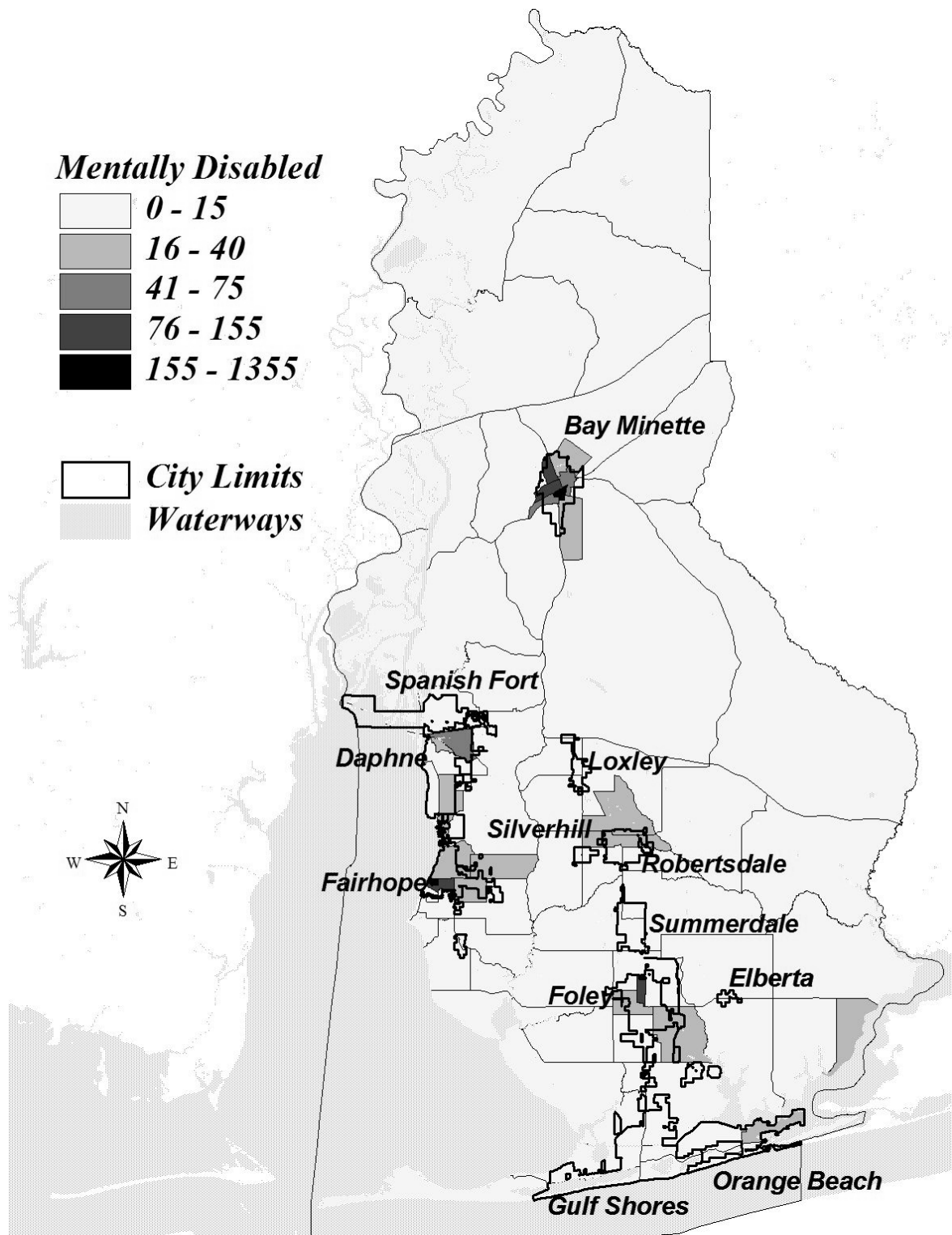
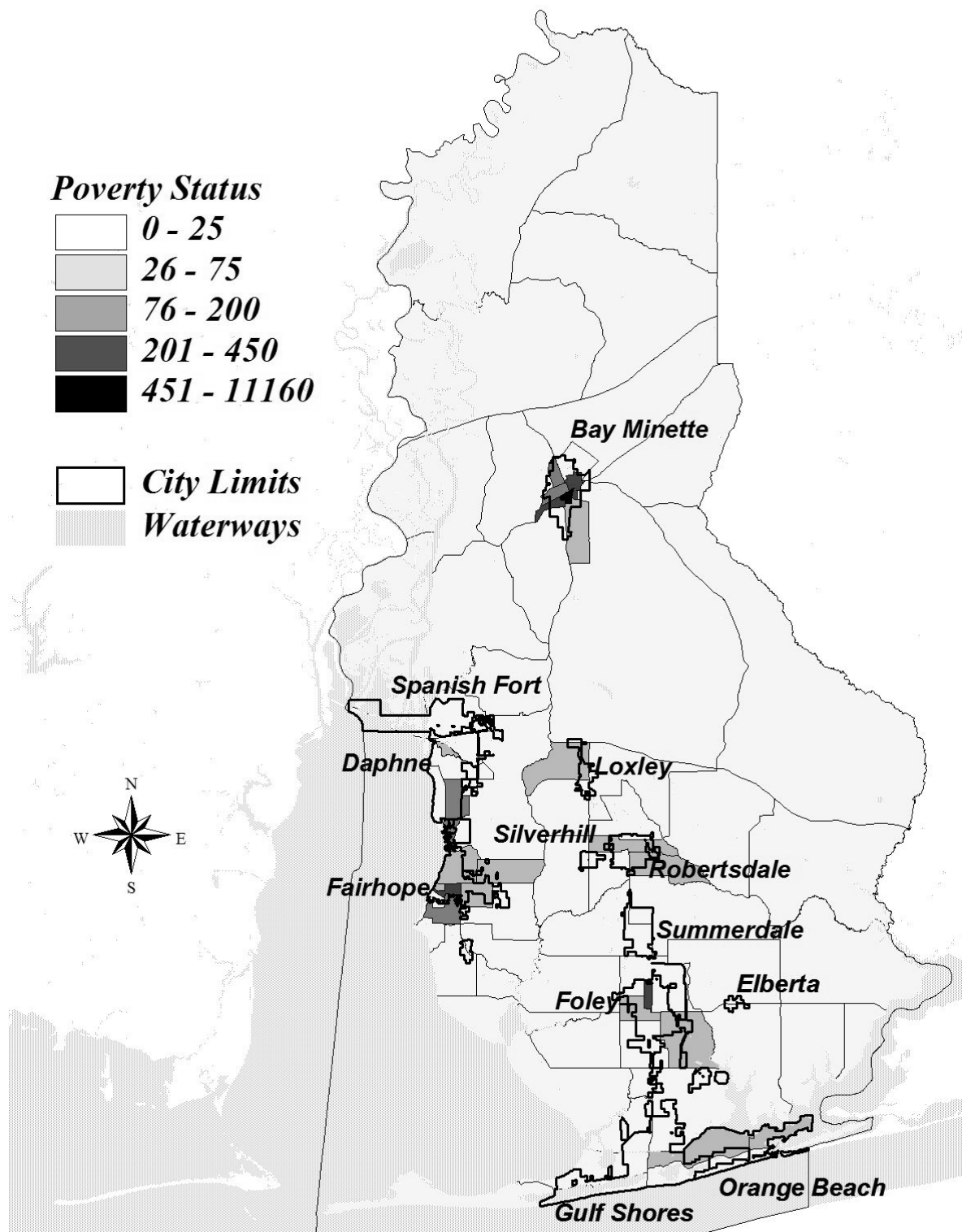


Figure 12
Baldwin County Poverty Status per Square Mile by Census Block Group



Escambia County

In Escambia County, the highest concentrations of the elderly, are in Brewton and Atmore, with significant concentrations in portions of East Brewton and Flomaton (Figure 13). The highest concentrations of physically and mentally disabled are in Brewton and Atmore, with significant concentrations in and around East Brewton and portions of Flomaton (Figures 14 & 15). The highest concentrations of poverty status are in Brewton and Atmore, with significant populations in and around East Brewton, portions of Flomaton, and a few miles north of Atmore near the Poarch Band of the Creek Indians Reservation (Figure 16).

According to the 2000 Census, the per capita income of the county is \$14,396. Twenty point nine percent of the population are living below poverty, and 17.8% of the population age 60 or older are below poverty. The 2000 Census indicated there are 7,072 persons age 60 or older of which over half (3,719) live in rural areas, almost 28% (1,966) live alone, almost 18% live in poverty, 24% are minorities (1,728) of which 540 minority elders (members of the Poarch Creek Indian Tribe) lived in poverty. A total of 11.8% (4,539) of the population in Escambia County has a physical disability, and 6.05% (2,324) have a mental disability.

Figure 13
 Escambia County Elderly Population per Square Mile by Census Block Group

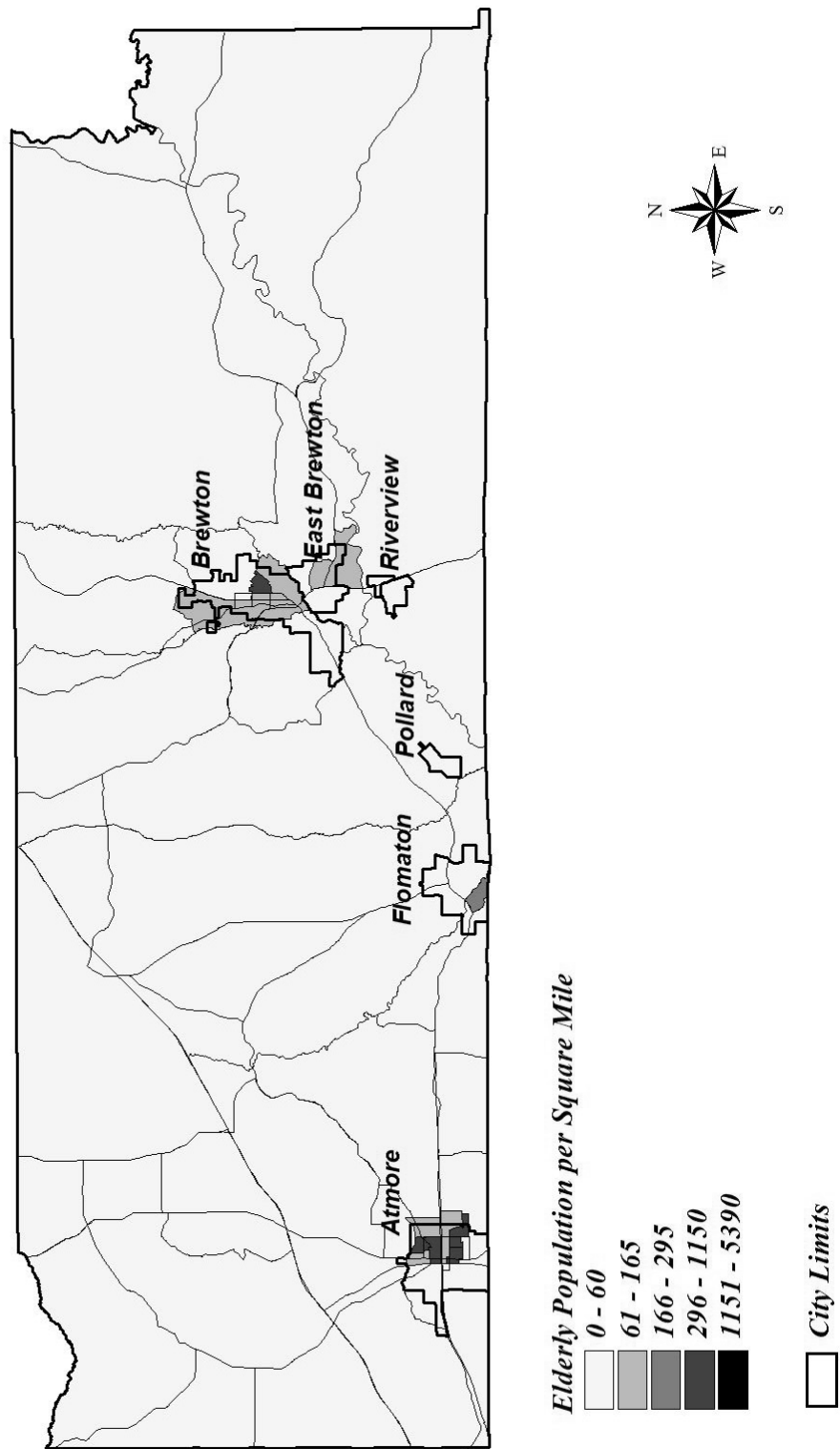


Figure 14
 Escambia County Physically Disabled Population per Square Mile by Census Block Group

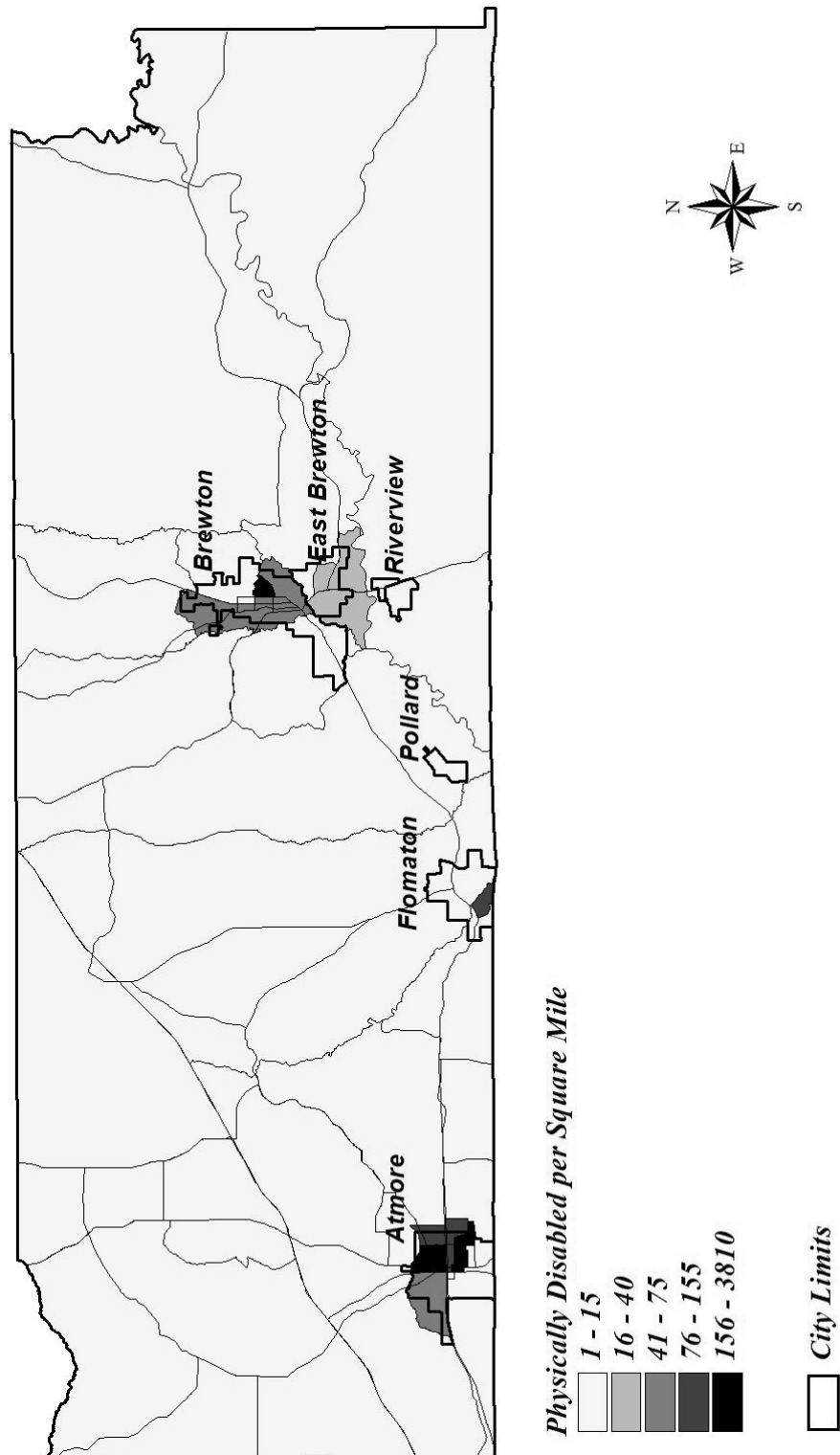


Figure 15
 Escambia County Mentally Disabled Population per Square Mile by Census Block Group

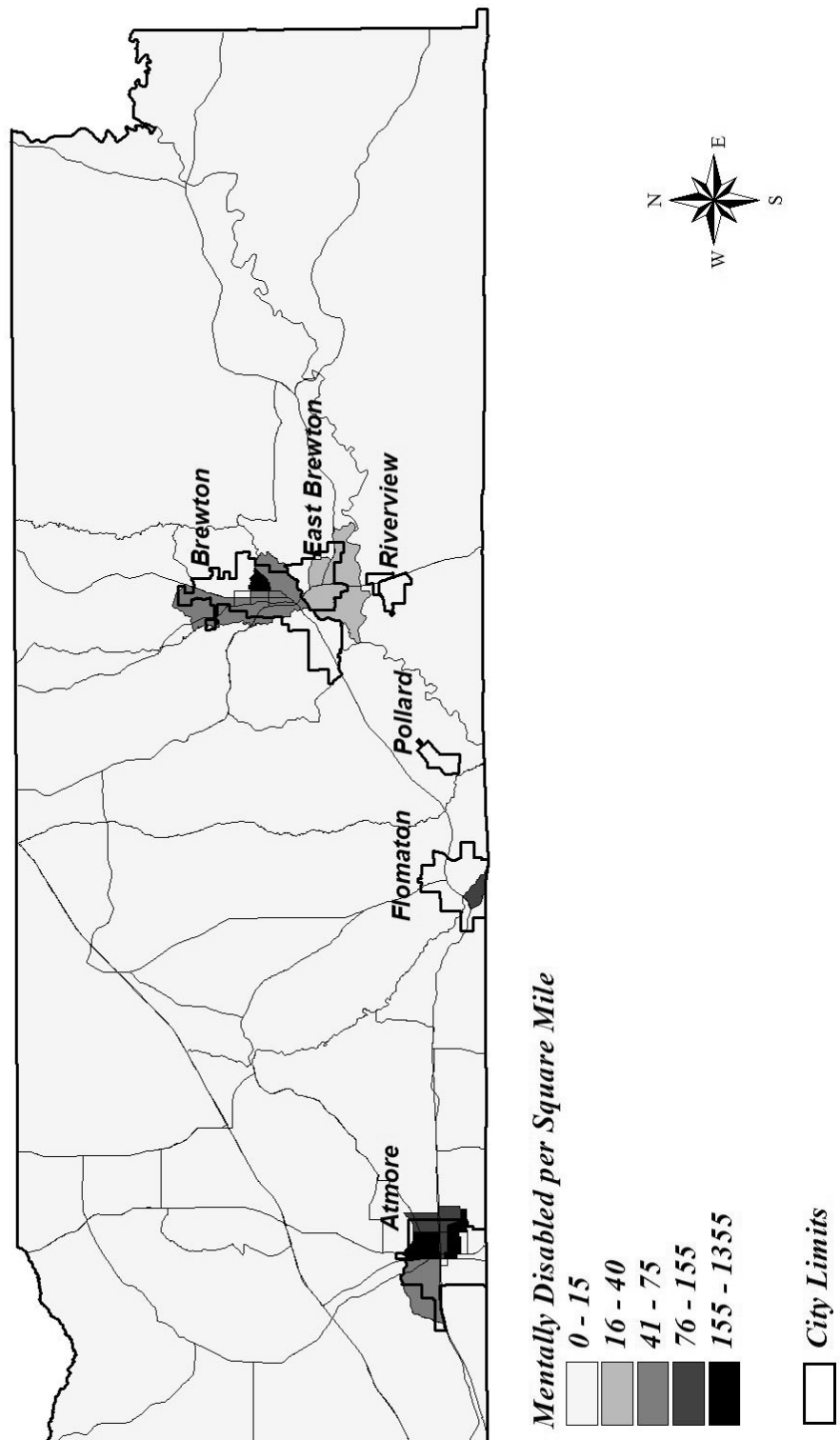
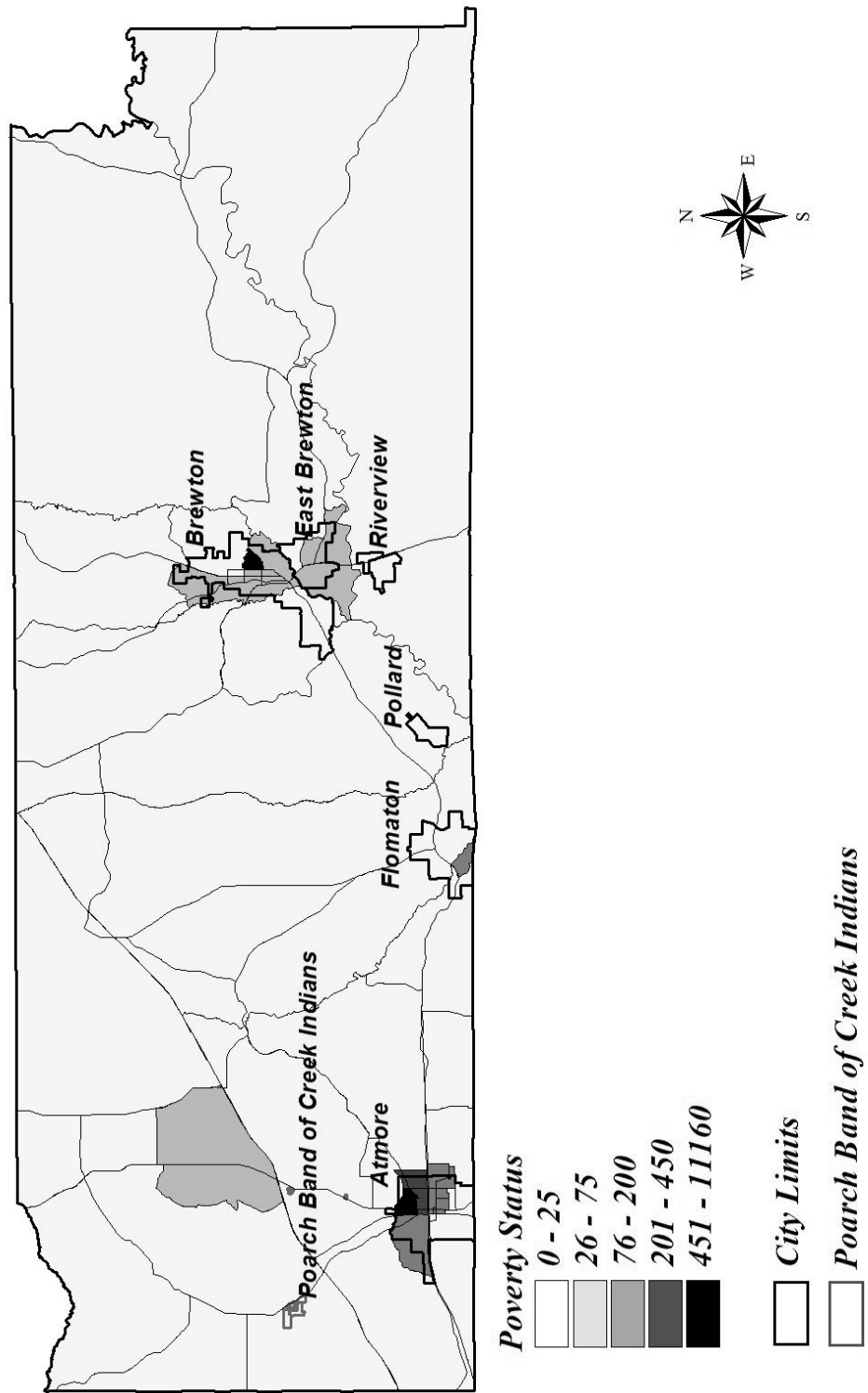


Figure 16
Escambia County Poverty Status per Square Mile by Census Block Group



SECTION 7 UNMET NEEDS AND DUPLICATION OF SERVICES

Unmet Transportation Needs

In addition to assessing the status of transportation services for the elderly, disabled and low income populations, the HCSTP was designed as a precursor to the coordination of transportation in the future. The HCSTP will need to address the deficiencies in the current system in order to create a coordinated transportation system that includes every segment of the population across the region.

To prepare for the HCSTP, the survey asked transportation providers, destinations, and consumers to identify shortcomings in the current transportation system. The comments and concerns ranged from certain areas that are lacking service to times when service is unavailable to individuals that are not adequately served by services. Table 15 summarizes the concern and comments that were portrayed in with the survey.

Table 15
Transportation Services Deficiencies

Type of Comment	Comments
Areas/Locations with Deficient Transportation Services	Past the Mobile City Limits, West Mobile, Prichard, Dauphin Island, Semmes, Old Shell Road, Bayou La Batre, Grand Bay, Coden, Rural Mobile County, Theodore, Alabama Port, Mobile Regional Airport, Even side of Spring Hill Avenue at I-65, Little River, Tensaw
Destinations Outside Mobile County not Served by Transportation Service	Baldwin County
No Transportation Services During Various Times	Weekends, Early Morning, Late Night,
Parts of Population Lacking Transportation Services	Individuals that utilize wheelchair, individuals with medical conditions that require specially trained transportation providers (ex. Individuals with epileptic seizures)
General Comments	Needs Home to Job transportation service, need more flexible transportation options, the Wave Transit System is affordable but inconsistent

Mobile County

Within the core urban area, Mobile is well served by several transportation providers. However, towards the outer urban areas, fewer agencies provide transportation services. The rural parts of Mobile County have very few options for transportation. Although there are private providers, this option can be costly. It should be noted that there are four agencies (that have received 5310, JARC) in Mobile County that have a service area of the entire county. However, these agencies only provide services to their clients, and they barely have enough capital equipment to provide that service.

A major need in Mobile County is a public, rural transit provider. Two major trip patterns are North Mobile County to the core of the urban area and South Mobile County to the core of the urban area. Mount Vernon, Bayou La Batre and Citronelle are three municipalities in areas outside of the U.S. Census designated urban area of Mobile County that need transportation options. All three municipalities are supplied by principal arterials with no regular transit service and have very limited transit options for elderly, disabled, and low-income clients. A rural transit provider would be eligible for various forms of federal assistance to provide transit for employment or healthcare. It can be assumed that agencies providing service to their own clients to these areas of Mobile County cannot supply the overall demand with the very limited vehicles they have. There is an unmet need within the Mobile's urban boundary as well. The cities of Creola, Satsuma, Saraland, Chickasaw and Bayou La Batre are currently not being served by a fixed route system, and the agencies that do include them in their service area, have limited resources as well. The Wave Transit System, which serves the City of Mobile and a portion of the City of Prichard, lacks the funds to serve other areas.

Since the SAFETEA-LU regulation specifies only three funding sources to be coordinated, only the vans/busses assisted with those funds are subject to coordination. So even though an agency receives one of the mandated coordinated funds, not all of the agency's transportation capacity may be subject to the coordination effort. Throughout the entire county there is an overall need for transportation for low income, elderly and disabled clients that are outside of the Wave Transit's Mobility Assistance Program and Access-A-Ride Program. This need cannot be satisfied by the agencies currently providing transportation for their own clients with vans purchased through the funds subject to coordination. Coordination of all transit services including a public, rural transit provider is needed in Mobile County.

Baldwin County

Baldwin County is fortunate to have the support of the Baldwin County Commission in providing funding for the Baldwin Rural Area Transportation System (BRATS). BRATS' service area is the entire county and already does quite a bit of coordination. Based on the high concentrations of transit dependent populations (see Figures 9 - 12) and high number of common destinations on the Eastern Shore (Spanish Fort, Daphne and Fairhope) and South Baldwin County (Orange Beach, Foley and Gulf Shores) of Baldwin County (see Figure 21), it is evident that a fixed route transit system is needed in both parts of the County. Although BRATS does provide limited service to these areas, it is apparent the need is there but funding is not.

Although the service does run the entire county, there is a need for more frequent service. The demand to run to the most remote parts of the county is not there to justify daily trips. Although service is run every two days or twice weekly, in order for the low income, elderly and disabled to get daily transportation for jobs and medical services, there needs to be more funding from local, state and federal levels.

Escambia County

Escambia County also is fortunate to have the support of the Escambia County Commission, not just for the Escambia County Area Transportation System (ECATS) but also for the Escambia County Agency on Aging as well. Both agencies receive federal assistance and support from the Escambia

County Commission. However, Escambia County being a predominantly rural county, may not have the demand to run daily trips to remote areas of the county. Service of any type is costly and to increase frequency of the service will require more local, state and federal funds. The elderly have vans in the City of Atmore for some transportation, but this excludes potential low income clients transportation to jobs.

Regional Transportation

The populations of Mobile, Baldwin and Escambia County do not always have to travel exclusively within the boundaries of their respective political jurisdictions and need transportation across political lines. There is a high demand for entry level employment opportunities in south Baldwin County that could be potentially supplied by areas of the regional that have concentrations of low-income populations. In addition the population of Mobile County also needs transportation options to Mississippi, where there is a large number of industrial and service industry positions.

According to the US Census Local Employment Dynamics data (LED), in 2003, 19.5% (23,404) of the labor force worked outside of Mobile County with 4.7% (5,613) commuting to Baldwin County. The population of Baldwin County needs transportation to Mobile County for both employment and healthcare. 41.7% (17,126) of Baldwin County's labor force worked outside Baldwin County with 24.8% (10,193) commuting to Mobile County. Escambia County additionally needs transportation service to Baldwin County for both healthcare and employment. Escambia County lacks a large hospital that has specialized medical care available, and already has established van pools commuting to Baldwin County. In 2003, 41.1% (3,776) of Escambia County's labor force worked outside Escambia County with 10.4% (957) commuting Baldwin County, 7.0% (643) commuting to Mobile County, 4.0% (364) commuting to Monroe County, and the last 19.8% commuting throughout the rest of the region, according to the US Census Local Employment Dynamics data (LED).

Duplication of Transportation Services

The HCSTP was also charged with addressing the duplication of transportation service that has been assisted with federal funds subject to coordination. To address possible duplication of transportation services, it must first be defined. This would entail the capacity, cost, eligibility restrictions, service area, driver requirements and hours of operation. It is apparent that the transportation services that are subject to coordination currently being provided, are sparsely located outside the core of the urban area(roughly the limits of the City of Mobile).

Based on the data presented in this document, the only notable duplication of service is in Mobile County. Baldwin County has only two other agencies in the County other than BRATS, as shown in Figure 18, that have received funds subject to coordination. One of those agencies is Baldwin County Mental Health of which BRATS already coordinates services with on a regular basis. Likewise, the City of Atmore has received one van for their senior program of which clients most likely utilize ECATS. Figure 19 details the combined service areas for coordination for Escambia County.

For Mobile County, only four agencies have a “service area” of entire county. That on a map, as shown in Figure 17, would appear to be a duplication of service. However the reality is that the those four agencies combined include several restrictions and limitations. For example, the Mobile Association of Retarded Citizens (MARC) has several vehicles subject to coordination. However, their drivers must be medically trained to handle situations that may occur with their clients. Although MARC already does some coordination with other agencies, this most likely will restrict another agency from providing service for MARC. As for the other agencies that have “county wide” service, Volunteers of America has possibly two vehicles subject to coordination, the Independent Living Center has possibly four vehicles subject to coordination and South Alabama Cares has one van to service twelve counties.

The city limits of Mobile and a portion of the city of Prichard is where there is a slight duplication of service. The Wave Transit’s Mobility Assistance Program and Access-A-Ride Program services 3/4 mile beyond the fixed route system in accordance with the Americans with Disabilities Act (ADA). Once a trip is beyond those boundaries of the Wave’s ADA service area and neighborhood routes, it becomes a stretch to call it a duplication of service as the service becomes very limited. Table 2 of this document details the service areas and hours of operation for transportation providers subject to coordination.

The WAVE, BRATS and ECATS receive JARC money annually and Table 16 details the amount of 5310 funding received since year 2000 within the region.

Table 16
Section 5310 Recipients Since Year 2000

Mobile County

\$ 50,390	MOWA Band of Choctaw Indians	FY 2001
\$ 29,435	Goodwill Easter Seals	FY 2001
\$ 50,094	Volunteers of America SE	FY 2001
\$ 29,835	Independent Living Center	FY 2001
\$ 25,806	Dumas Wesley Center	FY 2002
\$168,199	Mobile Association of Retarded Citizens	FY 2002
\$ 30,260	CAALS (no longer in service)	FY 2002
\$ 30,460	Independent Living Center	FY 2004
\$ 32,871	South Alabama CARES	FY 2004
\$ 27,050	Dearborn YMCA	FY 2005
\$ 30,661	Mount Calvary Baptist Church	FY 2005
\$ 63,532	Volunteers of America, SE	FY 2005
\$ 29,026	Goodwill Easter Seals	FY 2004
\$174,285	Mobile Association of Retarded Citizens	FY 2005
\$ 18,004	Independent Living Center	FY 2006
\$ 14,241	Independent Living Center	FY 2006
\$ 27,376	Mulherin Custodial Home	FY 2006

Baldwin County

\$ 25,806	Baldwin County Mental Health	FY 2002
\$149,458	City of Orange Beach	FY 2004
\$ 26,882	Baldwin County Mental Health	FY 2005

Escambia County

\$ 30,260	Poarch Creek Indians	FY 2002
\$ 27,850	City of Atmore	FY 2004

Figure 17
5310, 5316, 5317 Combined Service Areas for Mobile County

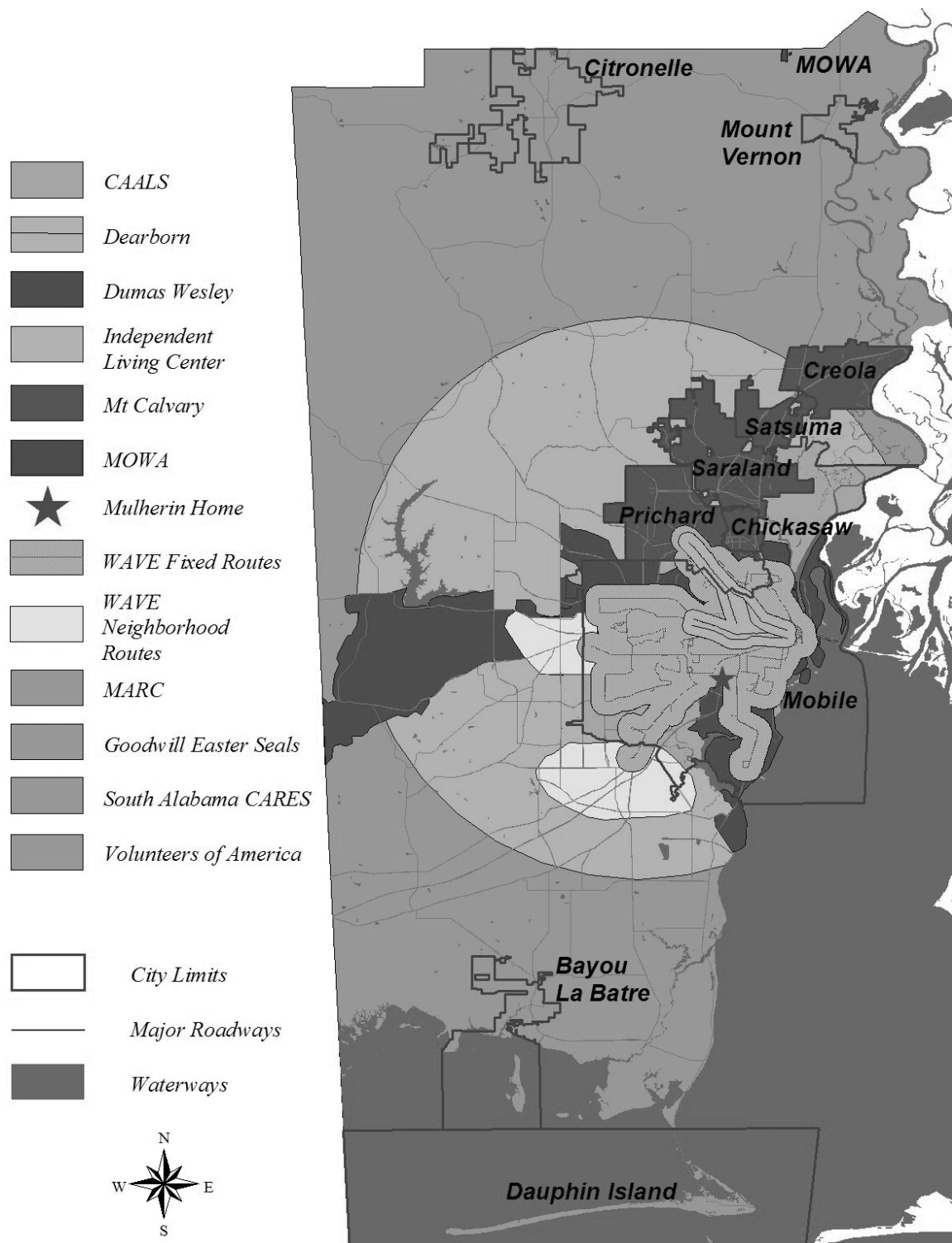


Figure 18
5310, 5316, 5317 Combined Service Areas for Baldwin County

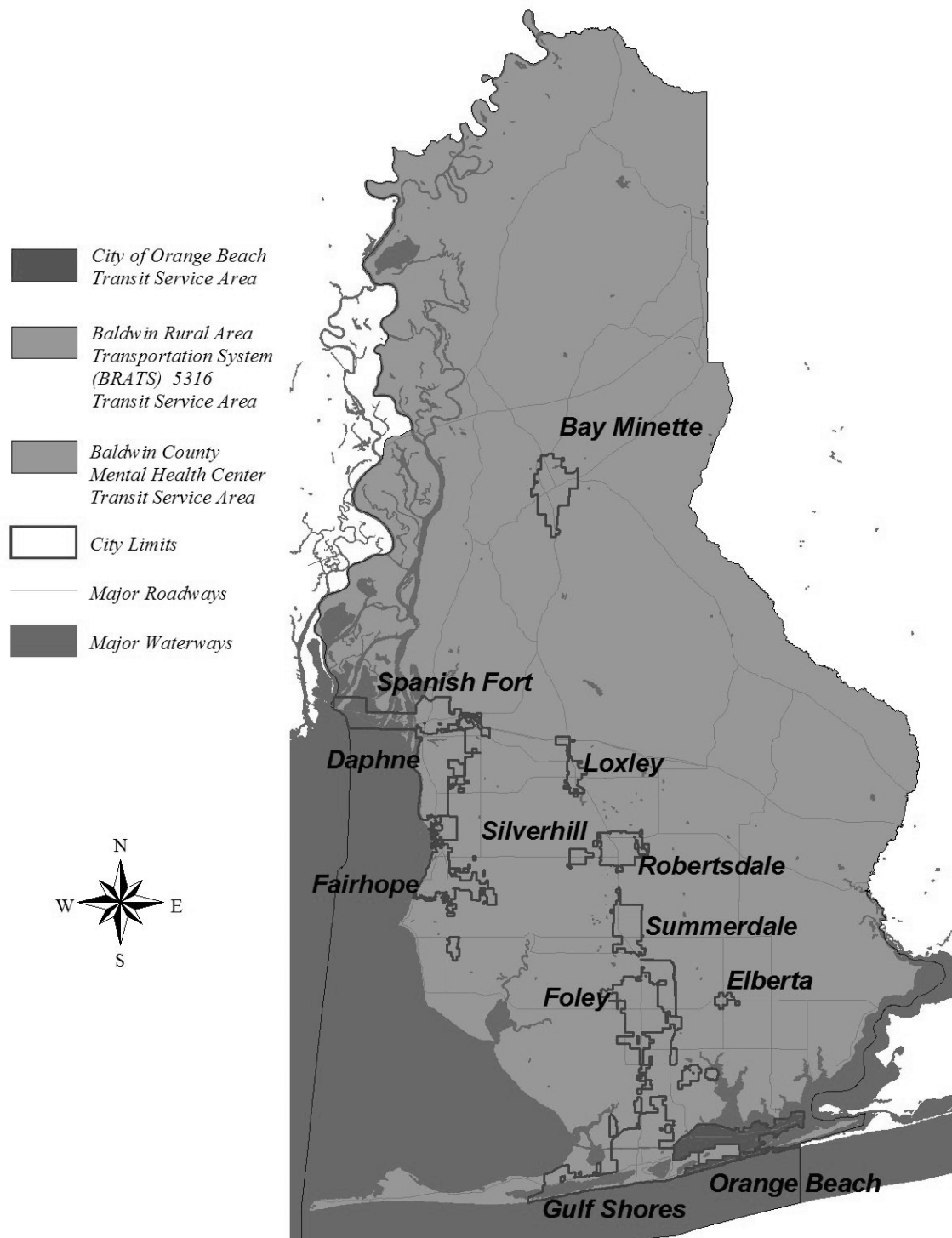
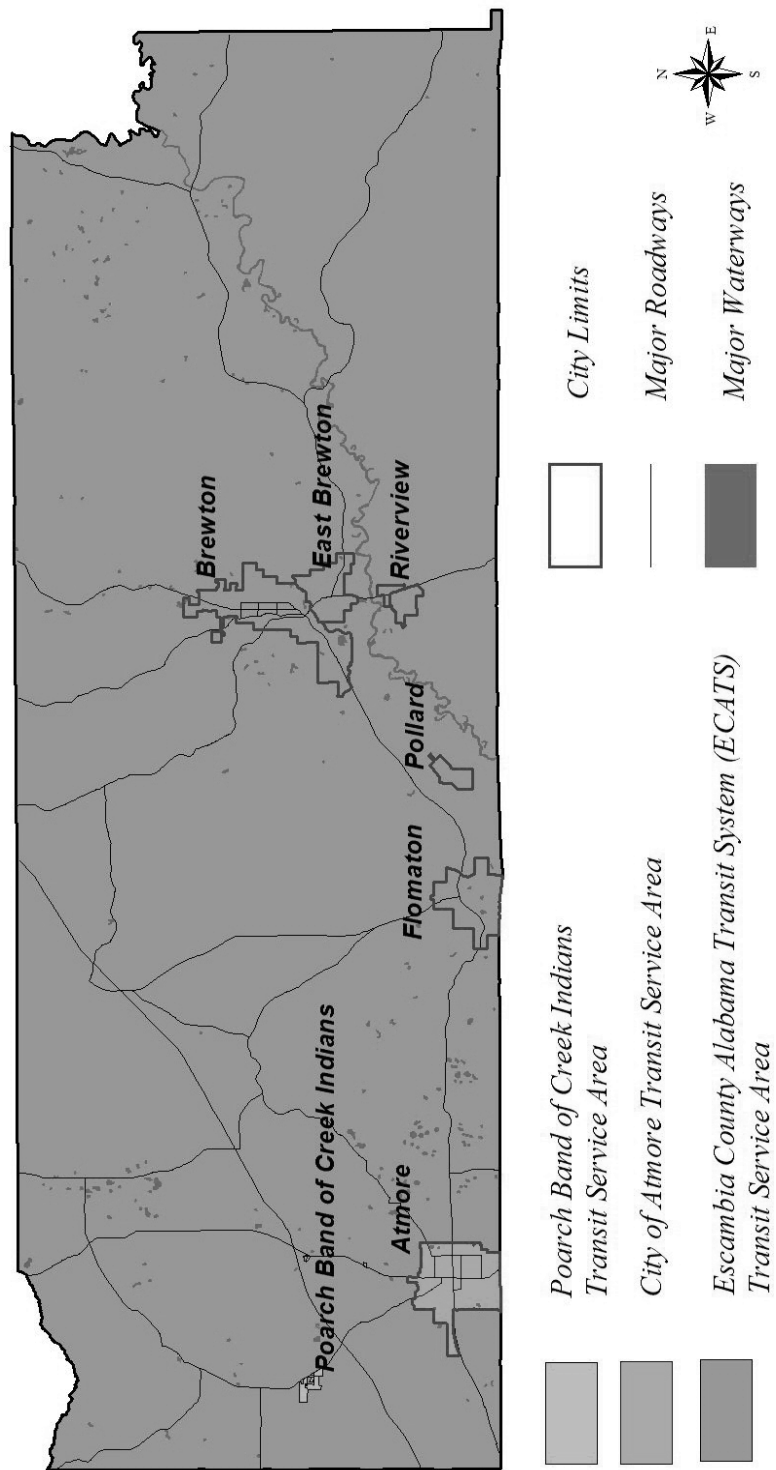


Figure 19
5310, 5316, 5317 Combined Service Areas for Escambia County



SECTION 8 COMMON ORIGIN / DESTINATIONS

Common Origins and Destinations Based on Surveys

To obtain a complete picture of the transit needs of the elderly, disabled and low income populations of Mobile, Baldwin and Escambia Counties, the stakeholders were asked in the survey to describe the common origins of their clients or patrons. By describing where the trips originate, the transit needs of these populations can be better addressed. Table 17 details the common origins for the elderly, disabled and low income populations in Mobile County.

Table 17
Common Origins for Elderly, Disabled and Low income Population in Mobile County

Stakeholder	Origins
Springhill Medical Center	Throughout Mobile Area
Mobile Association of Retarded Citizens (MARC)**	Throughout Mobile County
South Alabama CARES**	Mobile County Health Department, Agency address
FMC - Port City Dialysis Center	Downtown, Midtown, Spanish Fort, Grand Bay, Theodore, Bayou La Batre
Dumas Wesley Community Center**	Emerson Garden, Frank L. Boykin Tower, Central Plaza Tower, Bayou Street Senior Apartments, Oaklawn Homes (Baltimore Street), Roger Williams, R.V. Taylor Plaza, Birdville, and Happy Hill; areas around these Mobile Housing Board Projects; Toulminville, Crichton
Serenity Care Inc.	Eight Mile, Downtown, Tillmans Corner
South Bessemer Avenue Food Stamp Office	Zip Codes: 36508 (Axis), 36512 (Bucks), 36513 (Calvert), 36521 (Chunchula), 36522 (Citronelle), 36525 (Creola), 36560 (Mount Vernon), 36571 (Saraland), 36572 (Satsuma), 36575 (Semmes), 36582 (Theodore), 36609 (Mobile), 36610 (Prichard), 36611 (Chickasaw), 36612 (Whistler), 36613 (Eight Mile), 36617 (Toulminville), 36618 (West Mobile), 36619 (Tillmans Corner), 36693 (Theodore), 36695 (Mobile), 36663 (Eight Mile PO Boxes), 36671 (Chickasaw PO Boxes), 36685 (Plaza De Malaga), 36690 (West Mobile PO Boxes), 36691 (Cottage Hill PO Boxes)
Broad Street Food Stamp Office	Zip Codes: 36509 (Bayou La Batre), 36523 (Codon), 36528 (Dauphin Island), 36541 (Grand Bay), 36644 (Irvington), 36568 (St. Elmo), 36601 (Mobile), 36602 (Mobile), 36603 (Mobile), 36604 (Mobile), 36605 (Bayside area), 36606 (Westlawn area), 36607 (Crichton), 36608 (Hillsdale area), 36615 (Brookley area), 36616 (Bel Air area PO Boxes), 36622 (Mobile PO Boxes), 36628 (Mobile PO Boxes), 36630 (Mobile PO Boxes), 36633 (Mobile PO Boxes), 36640 (Midtown PO Boxes), 36644 (Mobile PO Boxes), 36652 (Mobile PO Boxes), 36660 (Loop PO Boxes), 36670 (Mobile PO Boxes), 36688 (USA campus PO Boxes), 36689 (Springhill PO Boxes)

Dearborn YMCA**	Mayesville Housing Project, Bay Oaks Apartments, Crichton Towers, Prichard area
Independent Living Center of Mobile**	Throughout Mobile County, but typically between 5 and 20 miles of Center
Alabama Career Center	Throughout Mobile County
Thomas Sullivan SAIL Center*	District II
Bayou La Batre SAIL Center*	Bayou La Batre, Coden, Irvington, St. Elmo, Grand Bay
Providence SAIL/ Providence Hospital Outreach Services*	Within two miles of senior center
Citronelle SAIL*	Senior Center or homes with Citronelle City Limits
Creola SAIL	Town of Creola and Town of Satsuma
Grand Bay SAIL*	Grand Bay to I-10 to Irvington
Hillsdale SAIL*	Hillsdale subdivision to USA Campus to Ziegler Boulevard
Mother of Mercy SAIL (Catholic Social Services)*	Plateau area only
Mount Vernon SAIL*	Town of Mt. Vernon
Prichard SAIL*	City of Prichard
Prince of Peace SAIL (Catholic Social Services)*	I-10 to Michigan Avenue to Government Boulevard
Trinity Gardens SAIL*	Trinity Garden Area
Wilmer SAIL	Former town of Wilmer to Big Creek
Goodwill Easter Seals**	Mobile County
Volunteers of America**	Group homes, apartments and day training programs throughout Mobile County
Mt. Calvary Baptist Church**	The cities of Prichard, Chickasaw, and Saraland and the towns of Satsuma and Creola
City of Saraland*	Saraland City Limits
H.E. Savage Center/ Healthcare for the Homeless*	Mobile City Limits
City of Chickasaw*	City limits of Chickasaw
U.J. Robinson Memorial Center Inc.*	Mobile and Prichard City Limits

The Wave Transit System**	Within 3/4 mile of fixed route system or within the two neighborhood route service areas
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*Transit Provider

**Transit Provider Subject to Coordination

Table 18 details the common origins for the elderly, disabled and low income populations in Baldwin County.

Table 18

Common Origins for Elderly, Disabled and Low income Population in Baldwin County

Stakeholder	Origins
Ecumenical Ministries Inc	Eastern Shore and South Baldwin County
Baldwin County Catholic Social Services	Throughout Baldwin County
Baldwin County Department of Human Resources	South Baldwin County (Summerdale, Foley, Silverhill, Marlow, Rosington); North Baldwin County (Little River, Stockton, Perdido, Latham)
American Red Cross- Alabama Gulf Coast Chapter - Baldwin County	Rural and North Baldwin County
Thomas Hospital	Throughout Baldwin County
Baldwin County Mental Health**	Throughout Baldwin County
James P. Nix Center*	Fairhope, Montrose
Community Action Agency of Baldwin County*	Robertsdale, Daphne, Bellforest, Magnolia Springs, Montrose, Stockton, Bay Minette, Loxley
Bay Minette SAIL*	City of Bay Minette
Daphne SAIL*	City of Daphne
Loxley SAIL*	City of Loxley/County Road 66/City of Robertsdale
Summerdale SAIL*	Town of Summerdale
Vaughn SAIL	Town of Stockton, Little River/Lathan
Baldwin Area Rural Transit System (BRATS)**	Throughout Baldwin County
Volunteers of America**	Group homes, apartments and day training programs in Baldwin County
Goodwill Easter Seals**	Baldwin County
South Alabama CARES**	Baldwin County Health Department
City of Orange Beach**	City limits of Orange Beach

City of Gulf Shores (New Recipient)*	New Recipient
City of Robertsdale	City of Robertsdale

*Transit Provider

**Transit Provider Subject to Coordination

Table 19 details the common origins for the elderly, disabled and low income populations in Escambia County.

Table 19

Common Origins for Elderly, Disabled and Low income Population in Escambia County

Stakeholder	Origins
Atmore SAIL**	City Limits of Atmore
East Brewton SAIL*	City Limits of East Brewton
Flomaton SAIL*	Flomaton Area
Poarch Creek SAIL*	Creek Reservation
Huxford SAIL*	Communities of Huxford, Little Rock and McCullough
Brewton SAIL*	City Limits of Brewton
City of Atmore**	City of Atmore
South Alabama Mental Health/ Mental Retardation Board, Inc.**	Community Mental Health Center, Compass School, Atmore, Flomaton, East Brewton, Escambia Activity Center,
Escambia Count Alabama Transit System (ECATS)**	Throughout Escambia County
South Alabama CARES**	Escambia County

*Transit Provider

**Transit Provider Subject to Coordination

Potential Transit Destinations Based on Industry/Service

The most common destinations for elderly, low income and disabled individuals typically fall into eight categories: employment, healthcare, social services, transportation, education, quality of life, and senior centers. Employment destinations typically offer a significant number of entry level positions. The types of employment range from retail base industry, manufacturing, agricultural/food processing, healthcare, and service base industry. Healthcare destinations include hospitals, clinics, VA Clinics, county health departments, surgery centers, and dialysis centers. Social Service destinations include drug/alcohol abuse treatment centers, Easter Seals/United Way workshops and centers, mental health and mental retardation facilities, vocational rehabilitation centers, Department of Human Resources, and Veterans Service Officers. Transportation destinations include transit stations, fixed route stops, and airports. Educational destinations can range from High schools to Head Start programs to colleges/universities. Quality of life destinations

include childcare centers, shopping centers/malls and grocery stores. Senior center destinations include both public and faith based centers. Figures 20 through 22 illustrate the various destinations in Mobile, Baldwin and Escambia Counties.

In Mobile County, by far the highest number of common destinations are in the City of Mobile, with significant numbers in Prichard, Chickasaw, Saraland, Satsuma, Citronelle, and Bayou La Batre as shown in Figure 20. This corresponds with the highest concentrations of transit dependent populations shown in Figures 5 through 8 in section six and with the area having the highest levels of existing transit service shown in Figure 17.

In Baldwin County, the highest number of common destinations are in the Cities of Bay Minette, Spanish Fort, Daphne, Loxley, Fairhope, Robertsedale, Foley, Gulf Shores and Orange Beach, with significant numbers in Elberta, Silverhill and Summerdale as shown in Figure 21. As would be expected, this corresponds with the highest concentrations of transit dependent populations shown in Figures 9 through 12 in section six; however, BRATS is only able to provide limited transit services in these areas with high volumes of transit dependent populations and common destinations. This indicates that there may be a need for fixed route transit service along the eastern shore of Mobile Bay (Fairhope, Daphne, and Spanish Fort) and in South Baldwin County (Foley, Orange Beach and Gulf Shores).

In Escambia County the highest number of common destinations are in the Cities of Atmore and Brewton, with small clusters appearing in Flomaton and along interstate 65 near the Poarch Band of the Creek Indians tribal lands as shown in Figure 22. This corresponds with the highest concentrations of transit dependent populations shown in Figures 13 through 16 in section six. These areas are the most frequently served by the transit operators in Escambia County as shown in Figure 19 and table 18.

Figure 20
Most Common Destinations for Transit Dependent Populations in Mobile County

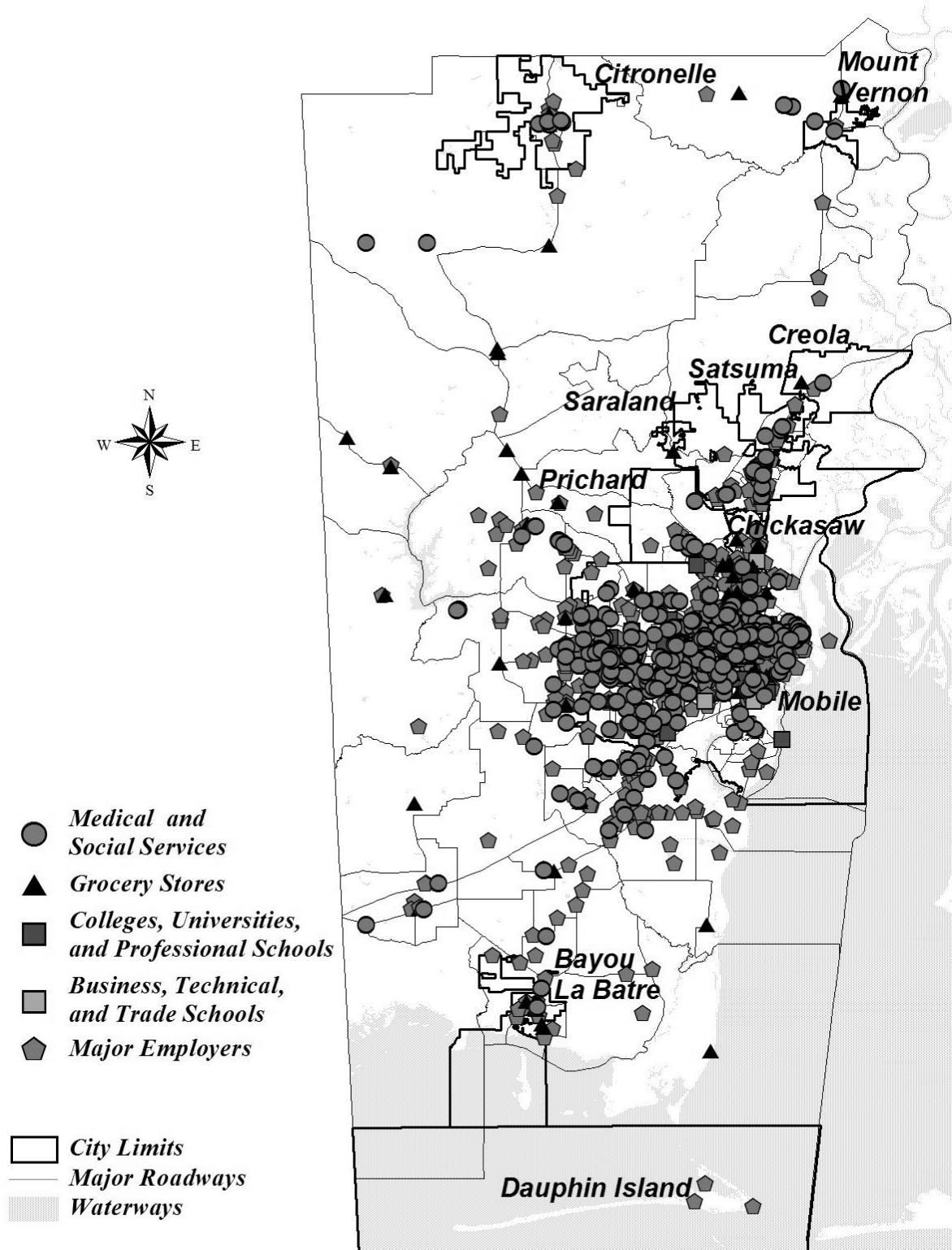


Figure 21
Most Common Destinations for Transit Dependent Populations in Baldwin County

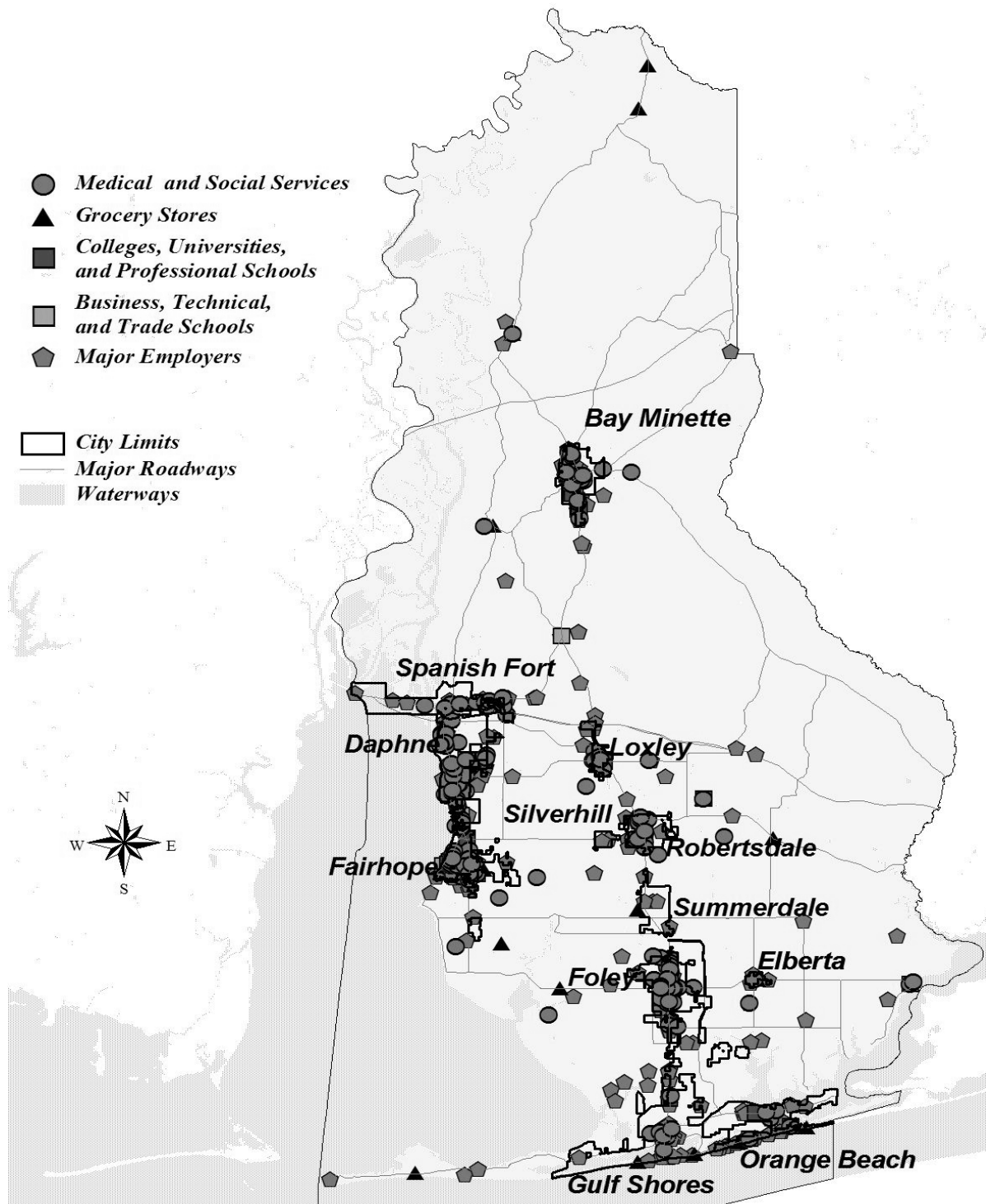
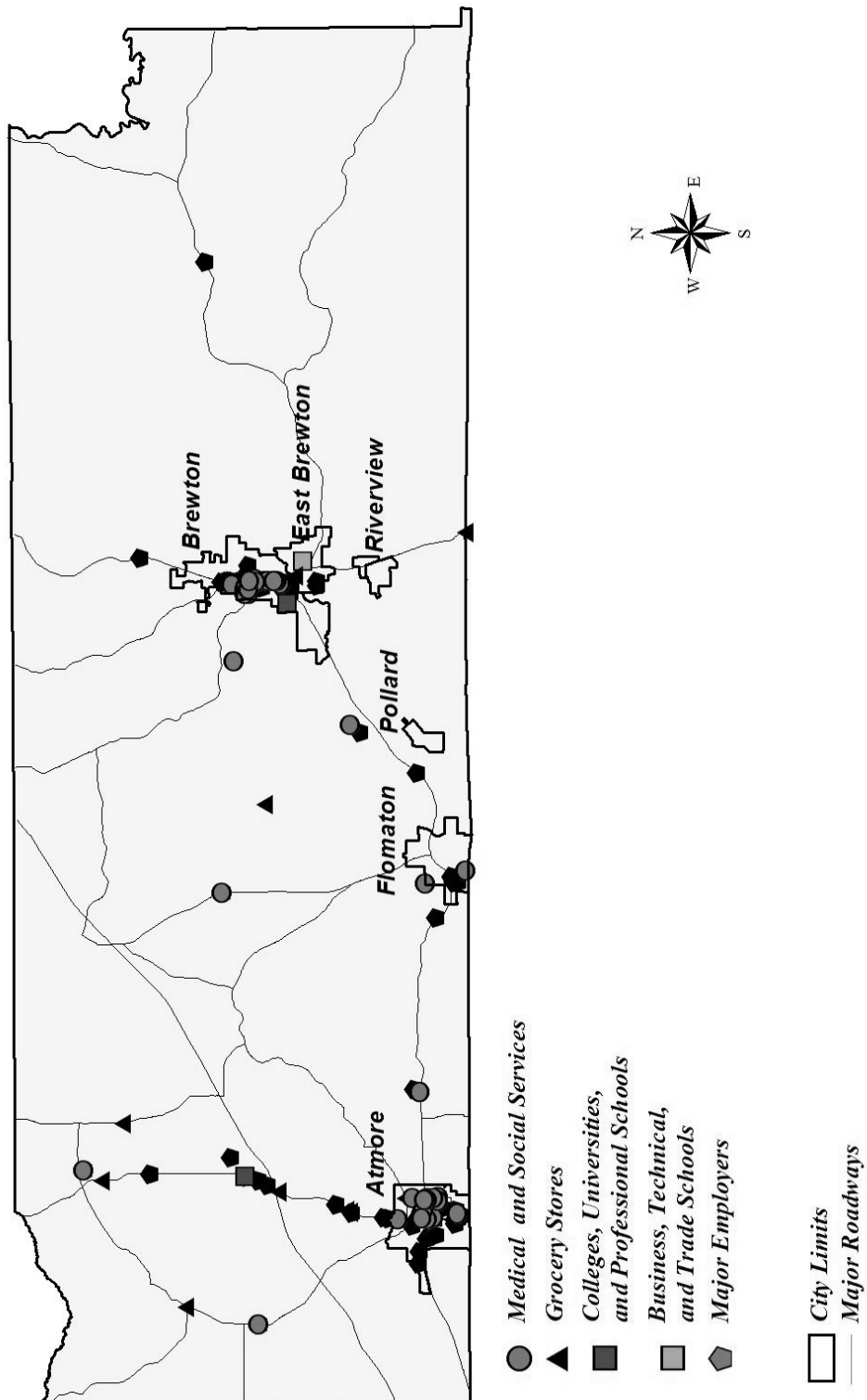


Figure 22
Most Common Destinations for Transit Dependent Populations in Escambia County



SECTION 9 TRANSIT

Mobile's public transportation is provided by The Wave Transit System, previously known as the Metro Transit System. The transit system operates fourteen fixed routes, two neighborhood services, and two demand response paratransit services, Mobility Assistance Program (M.A.P.) and Access-A-Ride. Table 20 details the 14 fixed and neighborhood routes offered by the WAVE Transit System, and Figure 23 Illustrates the routes.

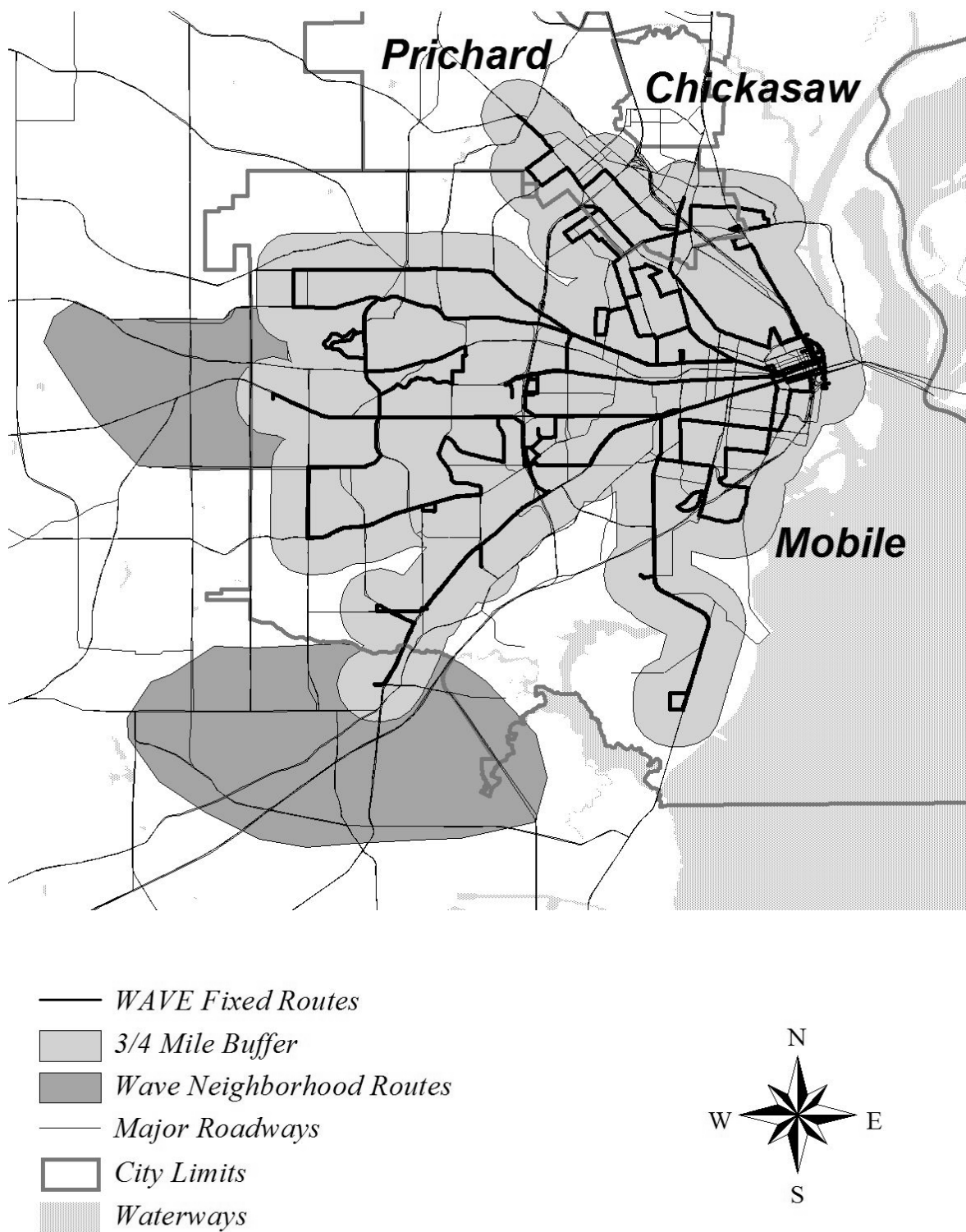
Table 20
Wave Transit System Routes

Route Number	Route Name	Days of Operation	Start Location	End Location	Length/ Area (Sq. Miles)
Route 1	Airport Blvd.	Mon-Sat	GM&O	Providence Hospital	13.55
Route 4	Springhill	Mon-Sat	GM&O	USA Health Clinic	18.59
Route 5	Highway 45	Mon-Sat	GM&O	Butler/ Berkley	9.35
Route 7	Dauphin	Mon-Sat	GM&O	Bel Air Mall	6.30
Route 9	Broad/Southside/Bel Air Mall	Mon-Sat	GM&O	Bel Air Mall	16.93
Route 10	Crosstown	Mon-Sat	Bel Air Mall	Chickasaw Center	12.91
Route 11	Dauphin Island Parkway	Mon-Sat	GM&O	Boykins/ DIP	13.79
Route 12	Highway 90/ Tillmans Corner	Mon-Sat	GM&O	Tillmans Corner Wal-Mart	17.28
Route 14	MODA!	Mon-Fri	Downtown Loop	Downtown Loop	2.08
Route 15	Toulminville	Mon-Sat	GM&O	Bayshore/ Frederick	10.93
Route 16	Plateau/ Prichard	Mon-Sat	GM&O	Eight Mile Shopping Center	11.91
Route 18	Cottage Hill/ USA	Mon-Sat	Bel Air Mall	USA Health Clinic	14.83
Route 19	Schillinger/ Airport Blvd.	Mon-Sat	Meets Route 1	NA	10.00
Route 20	Tillmans Corner	Mon-Sat	Meets Route 12	NA	22.00

Source: The Wave Transit System Transit Development Plan

A total of 91.4 squares miles are serviced by the transit system. With an annual operating budget of approximately \$6.755 million, The Wave Transit System provides approximately 877,425 passenger-trips per year on the fixed routes and 87,793 passenger-trips per year for paratransit

Figure 23
The Wave Transit System Routes and Service Area



service and special services. The Wave Transit System provides a weekday total of 4,402 revenue miles and 343 route hours, requiring 24 buses in peak hours and 24 during off-peak hours; the fixed route fleet totals 38 vehicles. The Wave provides a weekend total of 3,315 revenue miles and 253 route hours, requiring 20 vehicles during peak and off-peak hours. The system employs 130 people. The fixed route and paratransit systems operate from approximately 5:00 a.m. to 10:00 p.m., Monday through Friday, and 6:00 a.m. to 7:00 p.m., Saturday. The Access-A-Ride Program operates from 5:00 a.m. to 10:00 p.m., Monday through Friday, 6:00 a.m. through 9:00 p.m., Saturday, and 7:00 a.m. through 4 p.m., Sunday. The Wave Transit System's regular fare is \$1.25, with 10¢ transfer. The senior fare is 60¢, and children under the age of 5 are free. In FY 2006, the cost per hour for the fixed route was approximately \$56.75. The projected fixed route ridership in FY 2007 is 895,716 passenger-trips at a cost per hour of approximately \$60.58.

Mass transit service in the Mobile area has predominantly been consumed by those with no other means of transportation. A Comprehensive Operational Analysis (COA) was completed during FY 2004 on the fixed route system to determine the productivity of individual routes and the reliance of underserved populations on each route. The COA was used to redesign the fixed route system to service underserved populations and eliminate underutilized routes, in addition, the COA supported the creation of two neighborhood routes (Demand Response) to feed the fixed route system and service large population centers. The resulting fixed route system, with the addition of the two neighborhood routes, was implemented in May of 2004. The resulting system serves an increased population, as well, as more desirable destinations. In FY 2006, a Transportation Development Plan (TDP) was completed to evaluate the changes implemented by the COA. Currently, the Wave Transit System is starting the process of implementing the changes recommended in the TDP.

In October of 2004, The Wave Transit System became the exclusive provider for paratransit services. The Wave Transit System previously contracted the operation of the paratransit service to a private sector provider. In FY 2006, The Wave Transit System provided approximately 31,672 demand response hours of service annually with a cost of \$28.16 per hour. A total number of 20 vehicles operate during peak hours. The estimated number of paratransit trips to be taken in FY 2007 is 89,000 with a cost per hour of approximately \$29.85.

Finance plays a central role in shaping urban transportation policy and transit system design. The provision of transit service in Mobile is a direct function of available fiscal resources to run the system. Historically, the system's dependence on the declining source of federal funding has hurt the system and has underscored the necessity for a dedicated source of funding to insure its vitality. The operating budget currently consists of six major sources: (1) directly generated revenue (farebox), (2) local capital allotment, (3) local operating grants, (4) Job Access Reverse Commute grants, (5) annual 5307 grants, and (6) 5317 funds (New Freedom). It should be noted that neither the State of Alabama nor any local government other than the City of Mobile provides funding to The Wave Transit System even though service is provided to other political jurisdictions.

SECTION 10 ACTION PLAN

Upon completion of the inventory and needs assessment for the three county region of the South Alabama Regional Planning Commission, there is a general education recommendation that can be made to the Alabama Department of Transportation. This plan was created with the assumption that all parties eligible for the three funding sources (Section 5310, JARC and New Freedom) were knowledgeable of these funds. There were numerous private non-profit agencies and public agencies within the region that had no knowledge of these Federal Transit Administration funds. It can be presumed that for this reason, there was a low turnout to the stakeholders meetings as well as a low return on the surveys. During the development of the plan (inventory and needs assessment), the region was blanketed with a survey requesting information from agencies thought to be eligible for Section 5310, JARC and New Freedom funds. The survey and needs assessment produced little results.

However, a transportation survey completed in 2004 by the South Alabama Regional Planning Commission's Area Agency on Aging, identified eighteen agencies requesting vans with Section 5309 funds for 2007. The Area Agency on Aging obviously educated their clients of the resource that was to be available to them through the 5309 program. However, the Area Agency on Aging cannot apply for 5310, JARC or New Freedom funds in the manner of the 5309 program, and it is up to the agency that sponsors that project/van to be knowledgeable of the funds prior to the application process.

There is an inherent flaw in this coordination effort in that the agencies that are eligible for Section 5310, JARC and New Freedom funds, need to know that they are eligible prior to asking them if they are going to apply for any of these funds in the future. For example, not one city in Mobile County has ever applied for 5310 assistance, yet the majority of the cities have senior programs, are in need of assistance and are eligible for federal assistance other than earmarks.

In addition to the following recommendations of this section, it is recommended that the Alabama Department of Transportation Multimodal Bureau have seminars to educate private non-profit agencies, and public agencies, that are eligible for these funds. Furthermore, the seminars should educate how to apply (step by step), when to apply, and what restrictions there are for these funds. These seminars should be held within the region every five years to accommodate not only new administrations, but new funding regulations as well.

The following table is a preliminary action plan designed to assess the pertinent and viable issues identified in the unmet needs section. It recommends actions needed to address these needs and generates specific recommendations for accomplishment, including possible funding sources, time frames, priority, and proponent agency, where applicable and possible.

Table 21
Action Plan

Problem	Action(s) Needed/ Desired	Discussion	Timeframe, Priority and Proponent Agency
Lack of local match funding	Local governments need to appropriate more local funds for transportation, or local agencies need start funding transportation in the community	Operating funds for all FTA grant programs require 50% local match, and capital funds require a 20% local match. Without cash or in kind match, transit providers cannot access all their federal dollars. It would be beneficial to expand local contracting opportunities since they can be used to offset the match.	Although the issue of funding is predominately political in nature, the public affects the willingness of politicians to allocate funds for transit. The local population must perceive value in investing in transit for their communities.
Limited service hours of public transit fixed routes (limited night, evening and early morning service)	Expand hours of service	As already discussed, funding issues impede increasing service. For example in FY 2006, the Wave fixed route busses cost \$56.75 per hour to operate, and paratransit service costs \$28.16 per hour. To expand service hours requires an additional expenditure of funds and requires additional revenue streams to offset these costs. In addition, increased service will in turn increase the costs for dispatch and management.	Although the issue of funding is predominately political in nature, the public affects the willingness of politicians to allocate funds for transit. The local population must perceive value in investing in transit for their communities.
Limited service hours on affordable transit providers for elderly, disabled and low income clients (limited night, evening or early morning service)	Expand hours of service	Current federal transit funds are highly competitive and scarce. The cost of operating transit has outpaced the funding for it. The elderly, disabled, and low income populations have disproportionately been negatively impacted by this lack of funding. These populations tend to be transit dependent so they cannot just choose a different mode.	The federal, state and local government must begin funding transit at the rate of inflation at least. In addition, the general population must perceive a value in providing transit to these populations.

Table 21
Action Plan (Continued)

Problem	Action(s) Needed/ Desired	Discussion	Timeframe, Priority and Proponent Agency
Limited service days on public transit fixed routes (limited service on Saturdays and no service on Sundays)	Add additional service to weekends.	As already discussed, funding issues impede increasing service. For example in FY 2006, the Wave fixed route busses cost \$56.75 per hour to operate, and paratransit service costs \$28.16 per hour. To expand service hours requires an additional expenditure of funds and requires additional revenue streams to offset these costs. In addition, increased service will in turn increase the costs for dispatch and management.	Although the issue of funding is predominately political in nature, the public affects the willingness of politicians to allocate funds for transit. The local population must perceive value in investing in transit for their communities.
Limited service days on affordable transit providers for elderly, disabled and low income clients (limited service on Saturdays and Sundays)	Add additional service to weekends.	Current federal transit funds are highly competitive and scarce. The cost of operating transit has outpaced the funding for it. The elderly, disabled, and low income populations have disproportionately been negatively impacted by this lack of funding. These populations tend to be transit dependent so they cannot just choose a different mode. The lack of service on weekends limits the access of low income populations to entry level jobs in many service areas.	Although the issue of funding is predominately political in nature, the public affects the willingness of politicians to allocate funds for transit. The local population must perceive value in investing in transit for their communities.
Unrealistic expectations/ Lack of education	Educate public on transit capabilities and limitations, and educate transit providers on the needs of transit riders.	As part of an effective public involvement plan, the transit providers should evaluate their service at least bi-annually to determine if it is still effectively serving the population. Transit riders need to express their needs to transit providers, while understanding the funding issues that limit the system.	The public and the transit provider must be willing to compromise. In addition, both the transit service and the public must have a realistic understanding of the capabilities of both parties.

Table 21
Action Plan (Continued)

Problem	Action(s) Needed/Desired	Discussion	Timeframe, Priority and Proponent Agency
The service area of the public transit system is so large that the transit is unable to adequately maximize the use of its vehicles to meet the riders needs.	Increase the number of vehicles so that the service area of each vehicle can be maximized to serve the needs of the elderly, low income and disable population.	As already discussed, funding issues impede increasing service. In FY 2006, the paratransit service costs \$28.16 per hour for The Wave Transit System. While the cost per hour for other providers is unknown, it can be estimated from Wave cost per hour. To expand service areas requires an additional expenditure of funds and requires additional revenue streams to offset these costs. In addition, increased service will in turn increase the costs for dispatch, management, and staff.	Although the issue of funding is predominately political in nature, the public affects the willingness of politicians to allocate funds for transit. The local population must perceive value in investing in transit for their communities.
Lack of coordination between current 5310, 5316 and 5317 transportation providers	Create a state level commission charged with effectively promoting the development and delivery of coordinated transportation services. This commission will have regulatory authority to require participation in a community transportation planning process.	The legislation forming the commission must detail the pertinent issues of the commission, while leaving room for change as new technology and funding becomes available. They need to have the ability to obtain new or increased funding, while having the power to distribute or deny the funding based on the participation of transportation providers. The commission needs to be the champion of the coordination effort, while being held accountable by everyone from the federal level to the individual transit rider.	Currently, 10% of 5310, 5316 and 5317 funds can be used to administer, plan, and provide technical assistance for the coordination effort. The development of a coordinated plan is an eligible planning activity and can be funded at an 80% FTA share under the planning programs (5303,5304,5307) or urbanized area formula program (5311). Legislative action is needed to allocate a dedicated funding source, whether a % of taxes or a fee added to an automobile related expense.

Table 21
Action Plan (Continued)

Problem	Action(s) Needed/Desired	Discussion	Timeframe, Priority and Proponent Agency
Inability of transportation providers to bring rural riders into urban areas and vice versa	Allow an exception to the FTA regulation or change legislation that requires 5311 funds only be used in rural areas and 5307 funds only be used in urban.	FTA regulations require that all trips using 5311 funds originate in rural areas, and all trips using 5307 funds originate in urban areas. For example, regulation allows a 5307 van to bring a client to an urban area , but on the same trip the van cannot take individuals from the urban area back out to the rural area. This regulation allows empty vans to cross the urban/rural boundary even though there is a critical need for transportation both directions.	This issue is extremely political and unfortunately does not just affect our area. FTA must provide the exception or rewrite the regulation to allow individuals, especially the low income population for trips to Baldwin County and the disabled and elderly for trips to Mobile County, to pursue healthcare and employment.
Lack of fixed routes (Baldwin County)	Increase the number of busses and vans operating so that some can be used for fixed transit routes along congested corridors.	To expand the current demand response/fixed transfer point service requires an additional expenditure of funds and requires additional revenue streams to offset these costs. In addition, increased service will in turn increase the costs for dispatch, management and staff. Currently, South Baldwin is doing an implementation plan for fixed transit, and the Eastern Shore is planning to do a feasibility study for a fixed route transit system.	Although the issue of funding is predominately political in nature, the public affects the willingness of politicians to allocate funds for transit. The local population must perceive value in investing in transit for their communities.
Lack of dedicated funds for transit at state level	Pass legislation dedicating funding for transit.	Only five states, Alaska, Alabama, Colorado, Hawaii and Utah, do not have dedicated state funding for transit.	The overall perception of transit in Alabama must change. Alabamians are notoriously attached to their vehicles, but many Alabamians are transit dependent. The only way to obtain dedicated funding is to make riding transit a desirable and viable option for the non-transit dependent population.

Table 21
Action Plan (Continued)

Problem	Action(s) Needed/ Desired	Discussion	Timeframe, Priority and Proponent Agency
Lack of funds to operate in rural areas/ Lack of affordable transportation options in rural areas	Rural and county governments need to appropriate more funds for transportation, or local agencies need to start funding transportation in the community. Another option would be to subsidize private transportation providers in rural areas so that this option is affordable.	Funding is an impediment to increasing rural transportation because a traditional fixed route system will not be cost effective. To expand service areas for demand response requires an additional expenditure of funds and requires additional revenue streams to offset these costs.	Although the issue of funding is predominately political in nature, the public affects the willingness of politicians to allocate funds for transit. The local population must perceive value in investing in transit for their communities. Once a value is perceived, multiple options exist for extending transit service to rural areas including a voucher system to be used for private providers and expanded demand response capacity and service area of the public transit agency. The local population must determine the best option for their area..
Lack of affordable transportation options in Mobile County (urban localities outside the current transit fixed routes)	Increase the number of busses and vans operating so that fixed routes can be extended or new routes can be added.	The Wave Transit System operates the only public transit agency in Mobile County. Many local city and town governments cannot or will not allocate funding for public transit in their communities. Until these areas begin contributing to the funding of the transit system, The Wave has no choice but to operate a majority of their fixed routes within the municipalities that fund them.	Local governments need to allocate funds to support the local transit system. All areas need to research additional funding sources to increase access to the transit system. In addition, the governments and population of the county need to support a dedicated state funding source for transit.

Table 21
Action Plan (Continued)

Problem	Action(s) Needed/ Desired	Discussion	Timeframe, Priority and Proponent Agency
Lack of affordable transportation options in Escambia County (urban localities outside the current transit fixed routes)	Increase the number of busses and vans operating so that fixed routes can be extended or new routes can be added.	The Escambia County Alabama Transit System (ECATS) operates the only public transit agency in Escambia County. ECATS serves a predominately rural county, so most trips in the county tend to be long. With fewer and smaller municipalities responsible for dedicating funds, the pool of money to start with is much smaller.	Local governments need to continue allocating funds to support the local transit system while researching additional funding sources to increase access to the transit system. In addition, the governments and population of the county need to support a dedicated state funding source for transit.
Lack of understanding between transportation providers on the options to better serve their clients	Increase the efforts to coordinate the services of transportation providers with the goal of eliminating duplication while increasing availability.	The Interagency Transportation Coordinating Council on Access and Mobility (CCAM) has made recommendations to simplify and coordinate transportation services for the elderly, disabled and low income population. In addition the upcoming United We Ride Initiative will further recommend ways to coordinate.	Vehicle Sharing: In order to reduce duplicate transportation services, as well as idle time for drivers and vehicles, the CCAM recommends that vehicles used in human service transportation be made available to other federally funded programs, consistent with the Common Grant Rule. Cost Sharing : In order to ensure that adequate resources are available for transportation services for persons with disabilities, older adults and individuals with lower incomes, and to encourage the shared use of vehicles and existing public transportation services, the CCAM recommends where statutorily permitted that standard cost allocation principles for transportation be developed and endorsed by federal human services and transportation agencies.

SECTION 11

FUTURE APPLICATIONS FOR FEDERAL FUNDS

The HCSTP serves as a blueprint for future expenditure of federal funds for transportation. As part of the survey, stakeholders who are eligible for 5310, JARC, New Freedom, or other federal funds were asked to detail their planned five year application for these funds. After inventorying the current state of transportation for the elderly, low income and disabled and then researching the planned transportation expenditures for these populations, coordination of transportation services can begin. The coordination effort will be locally derived to address the individuals needs of every area in the state. In the end coordination will lead to increased access to transportation for low income, elderly and disabled populations, which will in turn increase the quality of life for these individuals and their families. The planned applications for federal aid for the next five years as derived by this document are detailed in Tables 22 through 24.

Table 22
Planned 5310 Applications

Agency	Planned Use	Estimated Amount	County
Independent Living Center of Mobile	New Vehicle	\$40,000 to \$80,000	Mobile
U.J. Robinson Memorial Center Inc.	New Vans	\$85,000	Mobile
Southwest Alabama Mental Health/ Mental Retardation Board	Replacement Vehicles	Unknown	Escambia
Baldwin County Mental Health	Two Commuter Vans	Unknown	Baldwin
Mobile Association for Retarded Citizens	Vans, Busses	\$960,000	Mobile
Dumas Wesley Community Center	New Vehicles	Unknown	Mobile
Volunteers of America Southeast, Inc.	Six Vehicles	Unknown	Mobile
Goodwill Easter Seals	New Van	Unknown	Unknown
City of Bayou La Batre	New Van	Unknown	Mobile
City of Fairhope	New Vehicles for Demand Response Route	Unknown	Baldwin

Table 23
Planned 5316 Applications

Agency	Planned Use	Estimated Amount	County
Independent Living Center of Mobile	Transportation for new employment programs	Unknown	Mobile
Baldwin Rural Area Transportation System	Capital and Operations	\$62,047 yearly	Baldwin
Mobile Association for Retarded Citizens	Operations	\$350,000	Mobile

Volunteers of America Southeast, Inc.	Capital and Operations	Unknown	Mobile
The Wave Transit System	Neighborhood Service	2006 \$230,386 2007 \$242,831 2008 \$263,067 2009 \$277,401	Mobile
Escambia County Alabama Transit System	Capital and Operations	Unknown	Escambia

Table 24
Planned 5317 Applications

Agency	Planned Use	Estimated Amount	County
The Wave Transit System	Paratransit	2006 \$106,454 2007 \$111,665 2008 \$120,626 2009 \$127,519	Mobile
City of Fairhope	New Vehicles for Demand Response Route	Unknown	Baldwin
Baldwin Rural Area Transportation System	Capital and Operating	Unknown	Baldwin
Escambia County Alabama Transit System	Capital and Operating	Unknown	Escambia

To accurately detail the future applications for 5310, 5316 and 5317 funds, the HCSTP also utilized the results of the Alabama Association of Area Agencies on Aging Transportation Survey (see Section 2, Section 5309). Overall, there is an impression that many of these agencies did not know they qualified for 5310 funds. Therefore it can be assessed that some or all of these agencies may apply for Section 5310 funds in the future once educated (see Section 10). The following stakeholders indicated an interest in applying for federal funds in that survey to purchase vehicles in the future:

Creola SAIL Center
Daphne
Dearborn SAIL
Dumas Wesley Senior Transportation
Dauphin Island
Catholic Social Services
Atmore
Escambia County Agency on Aging
Gulf Shores

Grand Bay SAIL Center
Loxley
City of Mobile
Escambia County Commission
Senior Citizens Services
Brewton SAIL Center
Citronelle
Summerdale
Flomaton SAIL